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THE SPHERE

Vol. CLXVI
No. 2171

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AUGUST 30
1941

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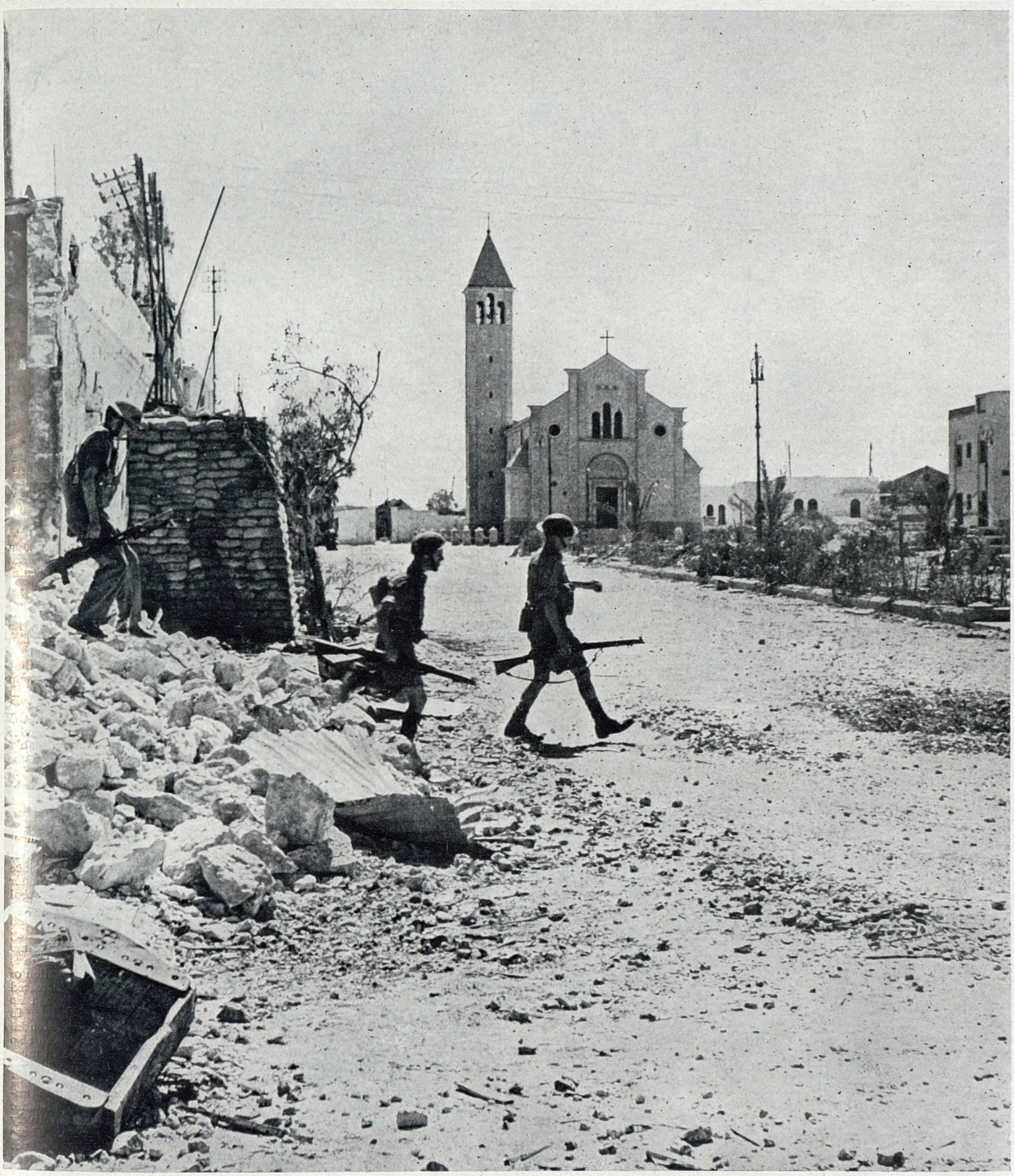

IN THE GREAT STRONGHOLD OF TOBRUK: TROOPS CROSSING ONE OF THE PRINCIPAL THOROUGHFARES OF THE TOWN, WHICH IS NOW GRADUALLY CRUMBLING AWAY UNDER THE CONSTANT ATTACKS BY ENEMY AIRCRAFT

Elsewhere in this issue we publish a new series of pictures dealing in general with the life of British and Imperial forces in the Western Desert, and in the beleaguered fortress of Tobruk, in particular. This town and harbour are now so securely held that, only a few days ago, General Smuts was able to declare that it would never again be captured by the enemy. Bit by bit, however, the town is crumbling away, under the repeated assaults by air, which never cease: Tobruk, with its white buildings, is an easily discernible target. The perimeter defences, manned by the British forces, enclose an area of some 100 square miles, and within this there is hardly a landmark for enemy airmen beyond the town itself. All supplies come by sea, and the harbour is functioning normally for this purpose, despite all attempts to cut it off. The defenders within the perimeter are now accustomed to the never-ceasing attacks from the air, and continue with their duties unperturbed, so well adjusted are their lives now to the extraordinary conditions!

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A WAR NEWSLETTER —No. 104

1, NEW OXFORD STREET, W.C.1.

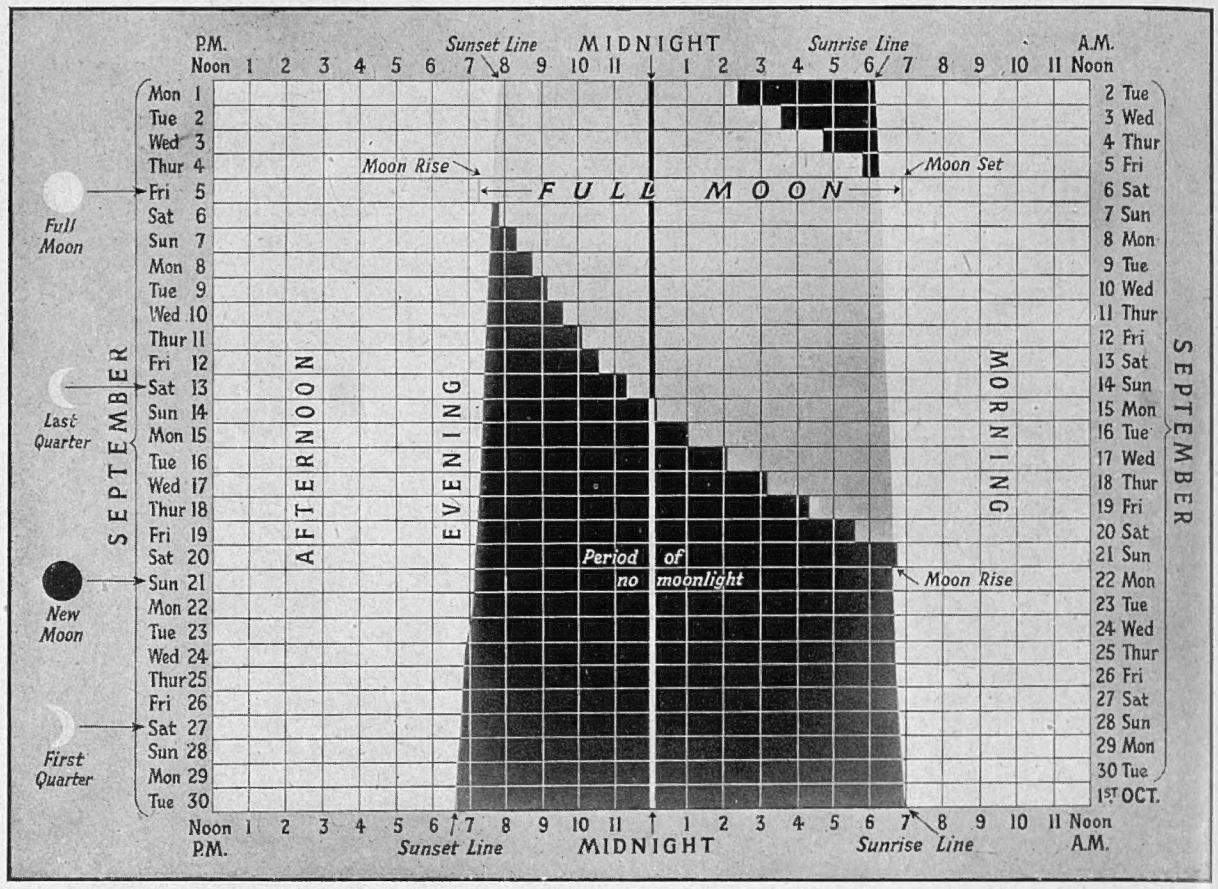
Centenary Reflections on the War.—I did not intend to allow "War Newsletter No. 104" to pass without a general note of reflection on the past two years of war and its conduct. There is still time, since such reflections should not be hurriedly set down. The fog of war lies over the field of strategy, and no one in an armchair should toy with the subject. I shall confine myself to a single reflection. It is: the curiously muddled thinking observable in Government circles and among yes-men in every walk and sphere as to what is patriotic citizenship to-day. The view seems to be that patriotic citizenship is completely comprised in, and implemented by, passive acceptance that what Mr. Churchill (or the Government) does, is right. If you accept that, you are doing a good citizen's work, even if you pass your life in a luxury hotel at Peacequay-on-Sea in Devonshire, playing bridge, gossiping and turning on that damned box of radio tricks. But you are not a truly patriotic citizen if, during brief intervals between your many strenuous war jobs as Home Guard, observer, A.R.P. warden, fire-fighter, billeting officer, or what-not, you press your views in constructive criticism that there is still room for improvement in many departments of State, and still need for revision of some of the cast-iron policies governing our war effort in the field and on the home front. In my view, for example, it is muddled thinking to approve the passive yes-man of the hotel bridge-table, and to regard with suspicion that endlessly busy war-worker who sometimes voices his honest opinion that the voracity of the War Office for more and more recruits is destroying our war effort, dissipating our resources and our potential strength. I do not regard it as subversive or unpatriotic to contend with a loud voice that the ideal of building up a huge Continental army is sheer folly, and that our available man-power cannot achieve both that doubtful asset, and also find the life-blood for industry and repair our deficiencies in home-grown food. I support the patriot who contends that farm-workers are doing better service on farms, and coal-miners are more useful in the pits, than in a Continental "invasion" army. In a word, I believe the worker who criticises from honest conviction is a far better citizen than the hotel *embusqué* who acquiesces in anything and everything that the Government does, and defends as sound sense and efficiency; whether it be robbing the Peter of industry and agriculture to satisfy the greedy Paul of the War Office, or whether it be the bold generalisation that 99 per cent. of the British race regard night-bombing as our noblest and most effective weapon in the war. I believe that true and useful citizenship in this crisis of our fate is comprised in hard and honest work and in hard and honest thought and speech. And I could wish that Mr. Churchill's chorus of yes-men thought as I do.

Atlantic Battle.—The Nazi war chiefs have orderly minds. It is foolish to deny it. They are prone to follow the slogan: "One thing at a time, and that done well." And certainly they spare no pains to do that one thing well. Yet they do not like to be charged with this virtue. If we venture to tell them that they are in the middle of a war on two fronts and are not mentally or materially equipped to deal with it, they show their wounded feelings and vanity. Yet it is true that while they have concentrated on Russia, they have not been able adequately to cope with the British Air offensive over Germany and occupied territory, nor to pursue the Battle of Britain so effectively, and that while they were engaged with the aftermath of the Battle of Britain, with Greece and Crete and the beginnings of the Russian aggression, they failed to keep up the tempo of the Battle of the Atlantic. We, in Britain, have been told almost nothing concerning this vital, "half-forgotten" battle. (We should remember its existence well enough if our food supplies did not come in with reasonable punctuality.) What tells us best of its progress are statistics of sunken shipping and (if that were ever possible) of U-boats liquidated. Of late, we have heard all too little of these pointers. We got a hint from a recent broadcast by Major Sunde, Norwegian Shipping Minister, which told of the Battle of the Atlantic as it effected Norway's Merchant Marine, a microcosm of the effect on British tonnage. He claimed that the summer had wrought a great change for the better in the situation. Since the middle of June Norwegian shipping had plied the Atlantic "virtually undisturbed." From April to December, 1940, Norway had lost about 40,000 tons a month. From January to the end of May nearly 50,000. In June the figure fell to 25,000; in July to 12,000. To date (August 22) to *nil*! These figures do not indicate a decline in sailings. On the contrary; the sailings have constantly increased. Major Sunde hinted that U-boats had been very roughly treated this summer (a fact which Mr. Alexander has more than once vaguely confirmed); but he named the American occupation of Iceland and the U.S. naval patrols as very vital factors in this "temporary victory" of the Battle of the Atlantic. It would be mad of us to forget for one moment that this vital battle can never be over, and never cease to be an acute anxiety. But we may draw comfort and hope from Norwegian pointers, since we are given none of our own.

Russian Enigma.—When a man has nothing to hold on to, he clutches at straws. Russian and German estimates of each other's casualties are pure propaganda and very untrustworthy straws. How can they be otherwise? Here is being fought the most far-flung battle in the world's history, employing troops in millions where the nearest rival in big battles counted them in hundreds of thousands. How, then, can he give the slightest faith to "exact" figures of casualties in men, planes, guns or tanks, when the staffs of neither side pretend to know from week to week which side holds a great city or commands a mighty river thrice wider than the Thames at its mouth? It is odd, therefore, that we should seriously clutch at this straw-propaganda, after two years of experience of what lying can do to direct public opinion. If we multiply each side's "Admitted" losses by two and divide each side's claimed victims by five, we may be somewhere near the mark. It is natural to lie or to be reckless of exactitude, for both sides are hard pressed, and both nations at home are highly anxious and growing more outspoken and critical. We can only guess (and only hope) that Stalin and his leaders are as confident of ultimate success as their brave propaganda-words constantly reiterate. Nazi lies are coming home to roost in the Reich, and it is nip and tuck with Hitler to gain before October a success sufficient on paper to justify his decision, to enable him to peg down for winter and hold his gains and consolidate them, and to divert a large part of his bombers westward to restore equilibrium in the air battle of Britain. For England must be bombed again, and heavily, soon, or the stricken cities of Germany and their workers will ask the reason why. The Russians are hard pressed and the hour is critical. Their armies have resisted superbly and far beyond all expectation. Armies and people present an apparently solid front to the hated enemy, and a face calm and resolute in suffering. The greatest stimulus to continued resistence is undoubtedly there, deep national hate of the Nazis. But territorially the Soviets have been "damnably licked," and an important part of their vital supply centres is gone for the duration. The people are just now too busy to think much. It is in my mind that when winter gives them a first respite—if so it will—they will turn their thoughts to British and American aid in the hour of their supreme crisis, and then they may not be as generous, as so far they have been, in judging us and the U.S. It will need a lot more education from our side to explain why it was that, after the unexpected respite given to us, and despite the lull in the Atlantic battle, we did not stage even a small diversion by land in occupied territory and did no more than intensify the air offensive. No doubt we had sound reasons to adduce, but these reasons must soon percolate down to the Russian masses or we shall, inevitably and naturally, come in for criticism when Russia has time to lick her wounds and reflect. That is human nature. If the intelligent Russian reads of recent political events and Congress votes in America, it can hardly surprise Russia's allies if that intelligent Russian concludes that America, for all her invaluable help with munitions of war, is no nearer to (but farther away from) accepting and making the supreme sacrifice in the cause to which she, we and the Soviet are pledged. All of which is reasonably certain, reasonably sensible; because it is in accord with human nature the world over. It will pay us to face facts *now*.

Shooting Again.—The most ardent lover of shooting admits that the zest is gone out of the sport since his ears became familiar with louder explosions day and night from lethal weapons all over England. He asks himself whether he ought not, and would not prefer, to give up shooting for the duration. But it seems to me clear that what was once a pleasure is now a duty. With the recultivation of England, partridges have increased amazingly, and pheasants, though no longer artificially bred, are thriving in a wild state. Here is a great potential source of nourishing food. Here also is a menace to the farmer which must be kept in check. Rabbits and hares also are farmers' enemies and excellent human foods; and, among the uneatable vermin, jays, which do infinite harm in gardens, can only be effectively kept down by covert shoots. Those who have shooting to offer, and yet are still reluctant in the logic of the above arguments, should remember that what may be but duty to them may still give the greatest pleasure to soldiers, sailors and airmen on leave, and that the difficulty of securing beaters and the expense of cartridges may be amply repaid by the pleasure and profit which such invitations will give to the fighting forces. Therefore, on the whole, the taking out of a game licence is not a luxury of doubtful value, but a duty for those who have fields and coverts to shoot over and a few hours a week to spare to it. So at least I argue half-heartedly.

THE OLD STAGER

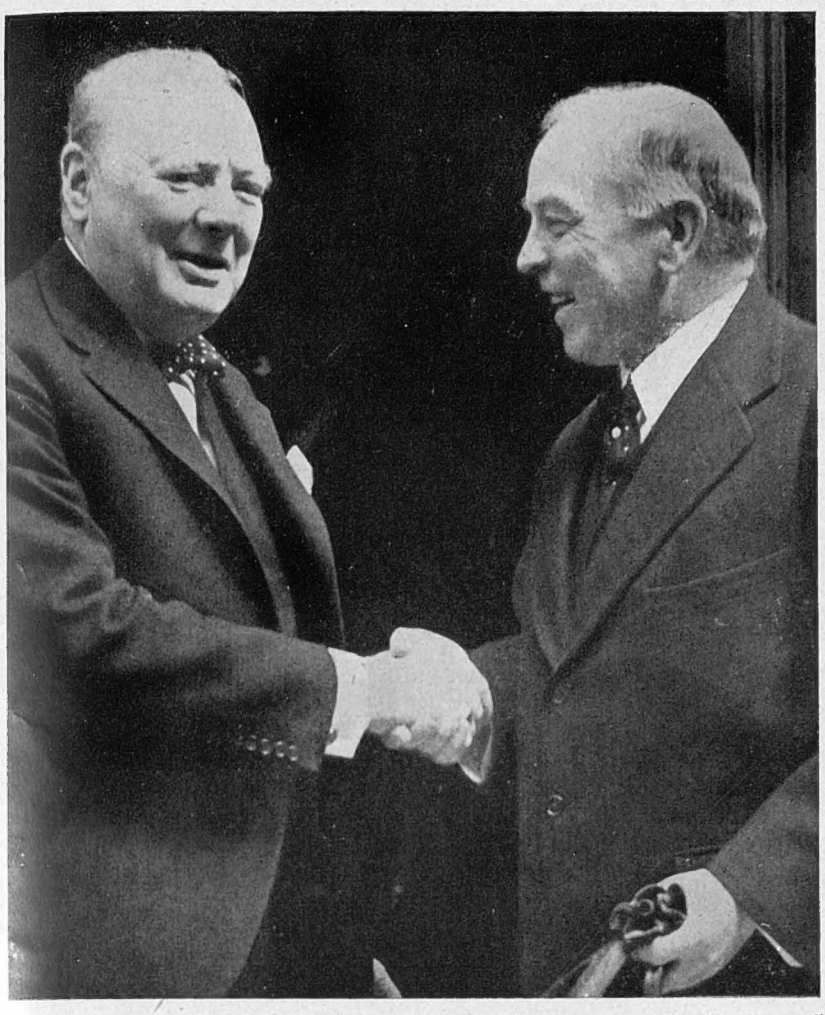


"THE SPHERE'S" MOONLIGHT CHART FOR SEPTEMBER

At the beginning of the first month of the autumn, the moon is already high in the heavens, and there are very few hours of darkness before the 5th when the full moon illuminates the sky throughout the whole of the night, rising about three-quarters of an hour before sunset, and setting well after sunrise on the morning of the 6th. On the night of Saturday, the 13th, the last quarter rises at about 11.20 p.m., and it is the last time during the month that the moon rises before midnight, as it gradually wanes. From the night of the 20th-21st onwards comes the period of no moonlight, till the faint rays of the first quarter are visible on the 27th

A limited number of these charts will be supplied free of charge on application to the Publisher, "The Sphere," Commonwealth House, 1, New Oxford Street, W.C.1, but 2½d. in stamps must be enclosed with the application

MR. MACKENZIE KING AND LORD HALIFAX IN BRITAIN



THE PRIME MINISTER OF CANADA, Mr. Mackenzie King, is greeted by Mr. Churchill at No. 10, Downing Street : Mr. Mackenzie King arrived in this country by bomber, having flown the Atlantic, on Thursday of last week. He is known to dislike flying, and he has also stated that nothing but a grave crisis would make him leave Canada. He breakfasted, shortly after his arrival, with Mr. Peter Fraser, the New Zealand Prime Minister, who had prolonged his visit to meet him. Later, he was greeted by Mr. Winston Churchill at No. 10, Downing Street, and took part in important conferences there

MR. MACKENZIE KING VISITS THE CANADIAN FORCES AT ALDERSHOT : With Lieut.-General A. G. L. McNaughton, in command of the Canadian Forces in Britain, at the Canadian sports, held last week-end at their Aldershot camp

LORD HALIFAX, BRITAIN'S AMBASSADOR TO THE U.S., FLIES HOME : Like the Canadian Premier, he, too, crossed the Atlantic in a bomber

WITH LADY HALIFAX AT THE AIRPORT NEAR LONDON AFTER HIS ARRIVAL BY AIR : Lord Halifax is back in Britain for a few weeks' leave and for consultations with the Government. He crossed the Atlantic in a bomber, which seems to be the usual method of transit for important personages to-day. He was met at the airport by Lady Halifax, who preceded him here by a few days ; later he saw Mr. Anthony Eden at the Foreign Office, and the Prime Minister at No. 10, Downing Street

TARGET FOR TO-DAY: *And the Men Who Bomb It: A Series of Official Pictures*

Targets in the Rhineland were amongst the objectives attacked by aircraft of the R.A.F. on the night of Saturday, August 16. The Secretary of State for Air, Sir Archibald Sinclair, accompanied by the Under Secretary of State for Air, Sir Hugh Seely, flew to an R.A.F. station on that evening and listened to the "briefing" of Wellington bomber crews for a raid on one of the Rhineland targets and afterwards addressed the crews. Sir Archibald Sinclair is seen in the left-hand picture arriving at the R.A.F. station. On his left is Air Vice-Marshal J. E. A. Baldwin. On the extreme right is Sir Hugh Seely

THE MEN WHO ARE CARRYING OUT THE BOMBING RAIDS OVER GERMANY: The Secretary of State for Air (Sir Archibald Sinclair) addresses a Wellington squadron after their "briefing" for a raid over the Rhineland and just before they leave for their aircraft

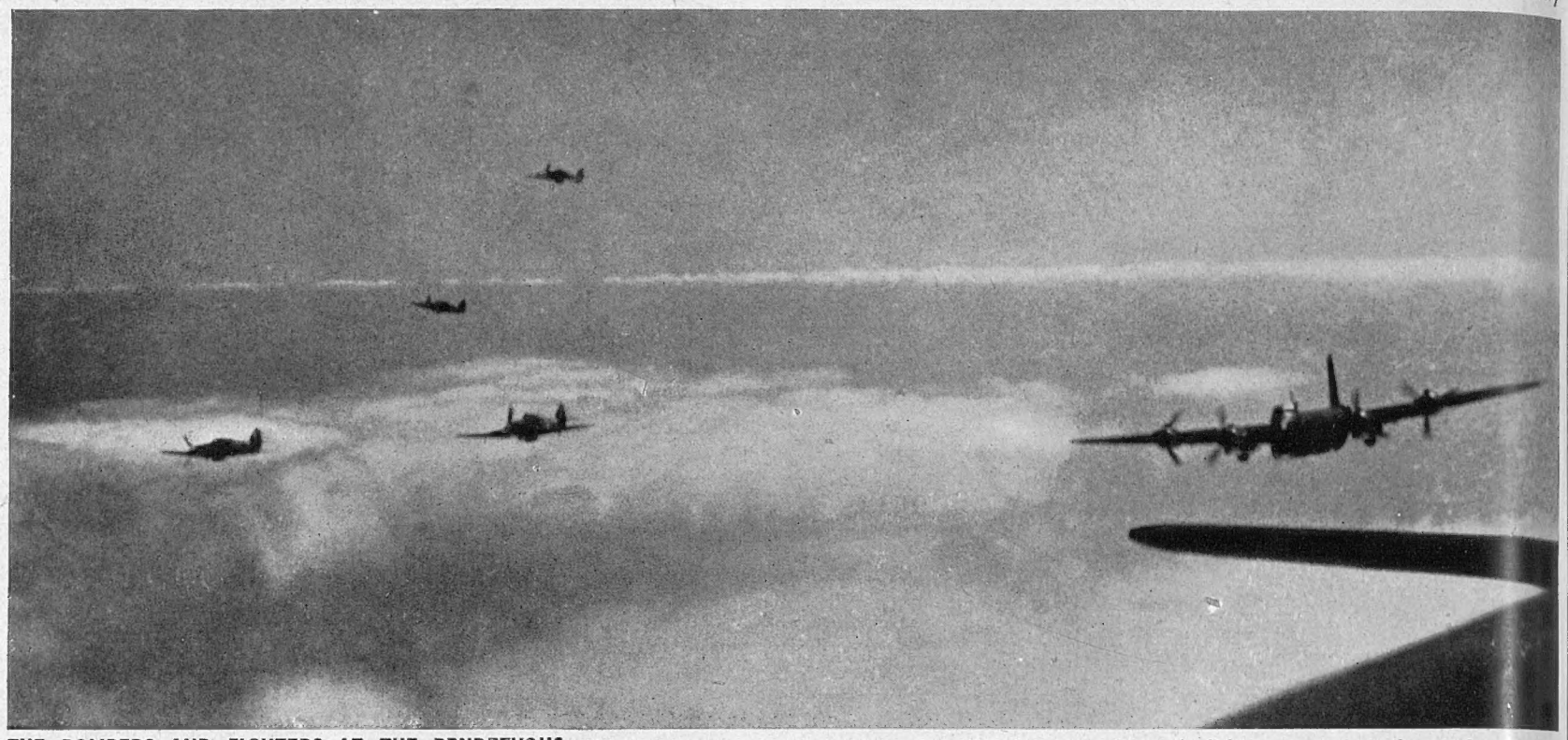
AFTER THE OFFENSIVE PATROL: The pilots and crews, still wearing their flying kit, report to the Intelligence Officers at their station on their return. All the men seen here are actual members of the crews engaged in the raid

THE CREW OF A BLENHEIM BOMBER WHICH SANK AN ENEMY PATROL SHIP OFF THE DUTCH COAST: This picture and the two at the bottom of the adjoining page show the crews of Blenheims of the Bomber Command on their return from a patrol over the North Sea, when they blew up two enemy patrol vessels near the Dutch coast. A few days previously the same squadron took part in the very heavy raid at Knapsack, near Cologne. The above picture shows the Observer relating to other officers how one of the vessels was destroyed

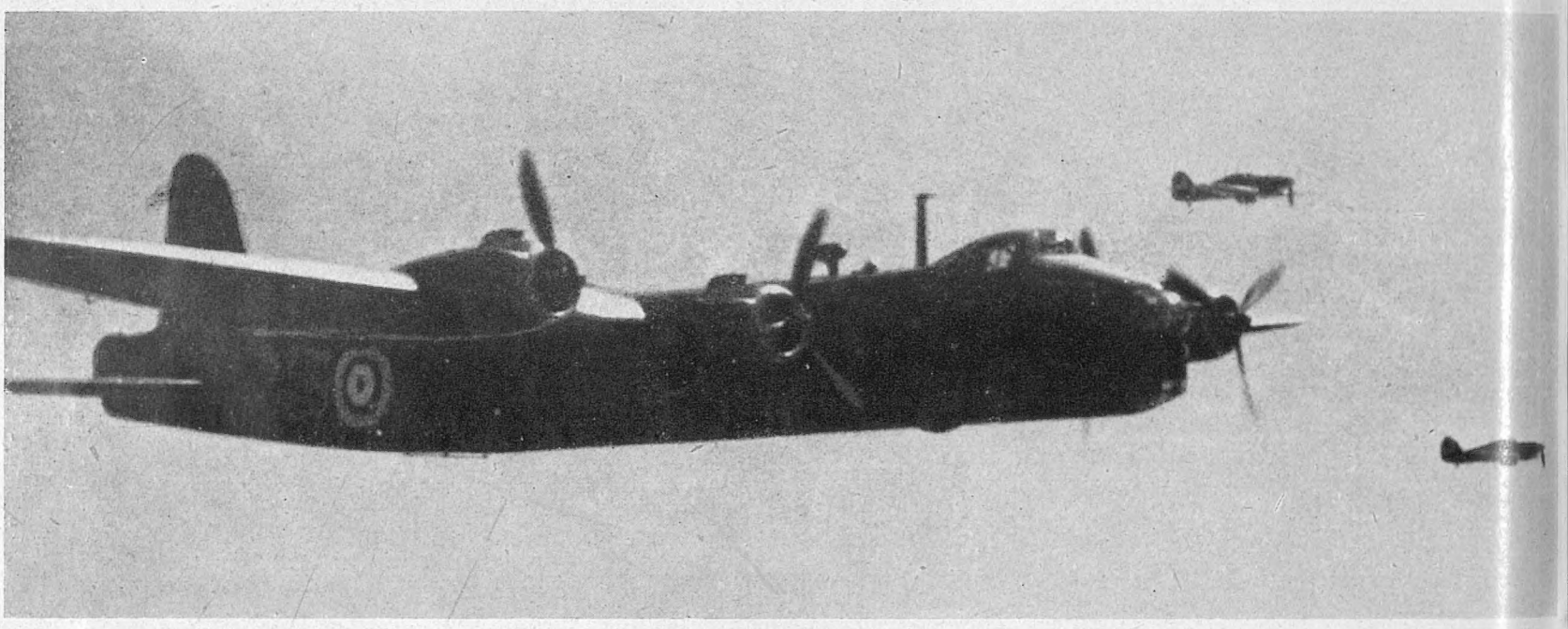
Above and on right—**JUST BEFORE SETTING OUT ON A DAYLIGHT RAID: The crews reach the airfield fully equipped for the day's operations**

HOW A DAYLIGHT ATTACK IS CARRIED OUT:

A Series of Official Photographs Just Issued by the Air Ministry

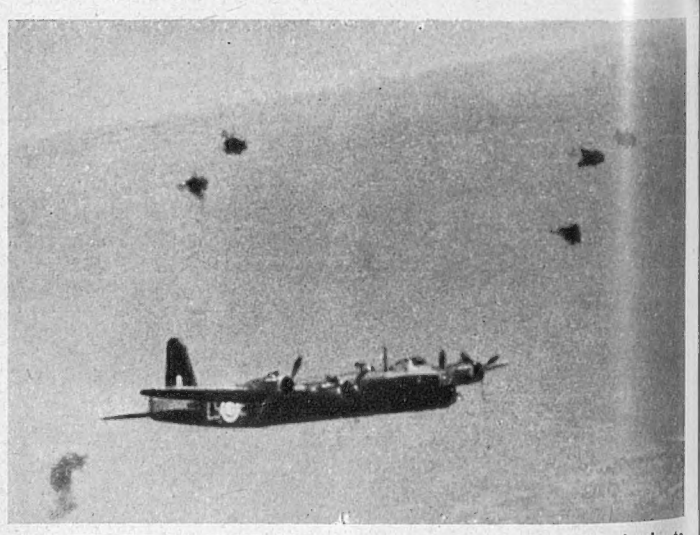


THE BOMBERS AND FIGHTERS AT THE RENDEZVOUS: Stirling bombers (one is seen on the right) form up with their fighter escort over the south-east coast preparatory to crossing the Channel for France. The huge Stirlings have four engines; the fighters are single-engined Hurricanes



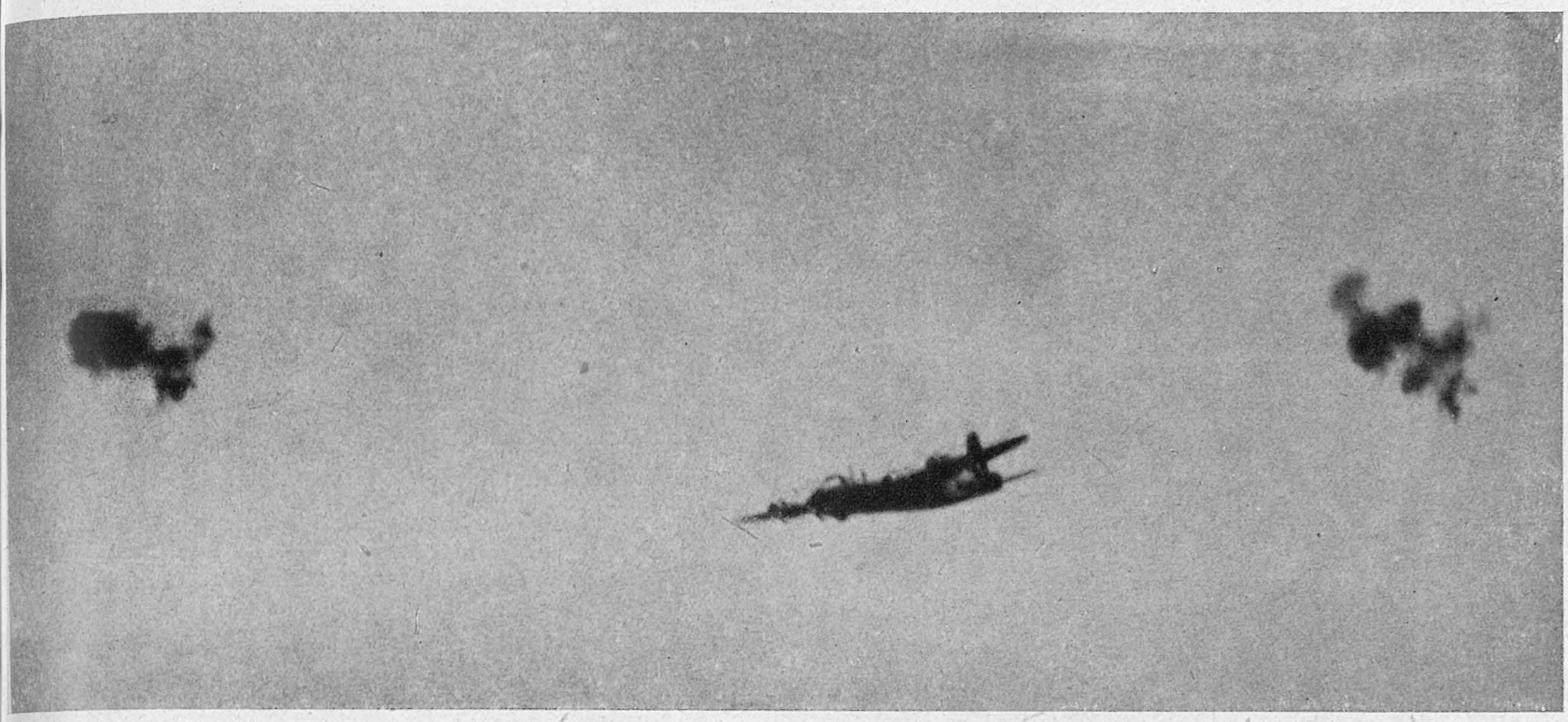
FIGHTERS AND BOMBERS ON THE WAY: The Hurricane fighters have closed in on the bomber and are escorting it closely as they near the French coast

OVER THE TARGET: Heavier "flak" is encountered as the bombers run up to their objective—which, on this occasion, was an aircraft works in occupied territory in France

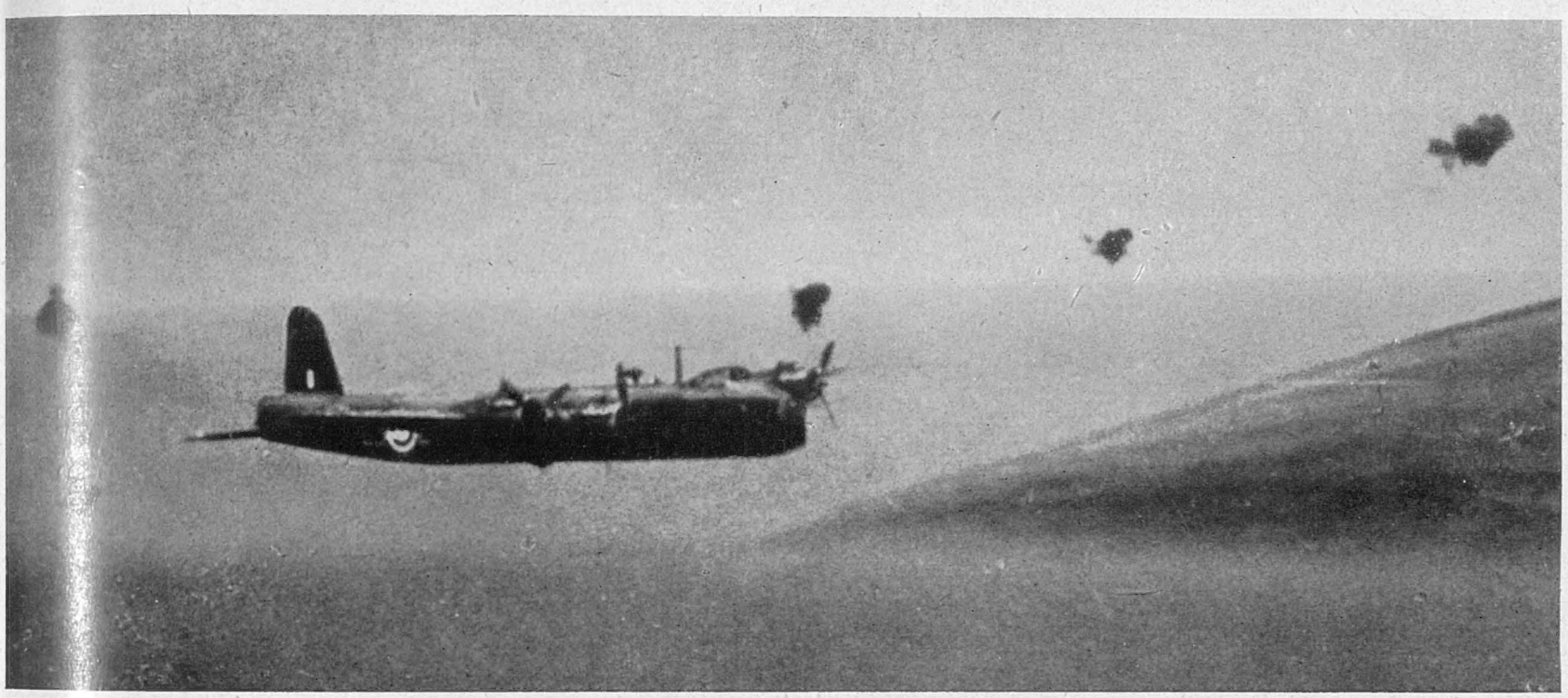


OVER THE FRENCH COAST: The enemy anti-aircraft batteries begin to put up a shell-fire barrage

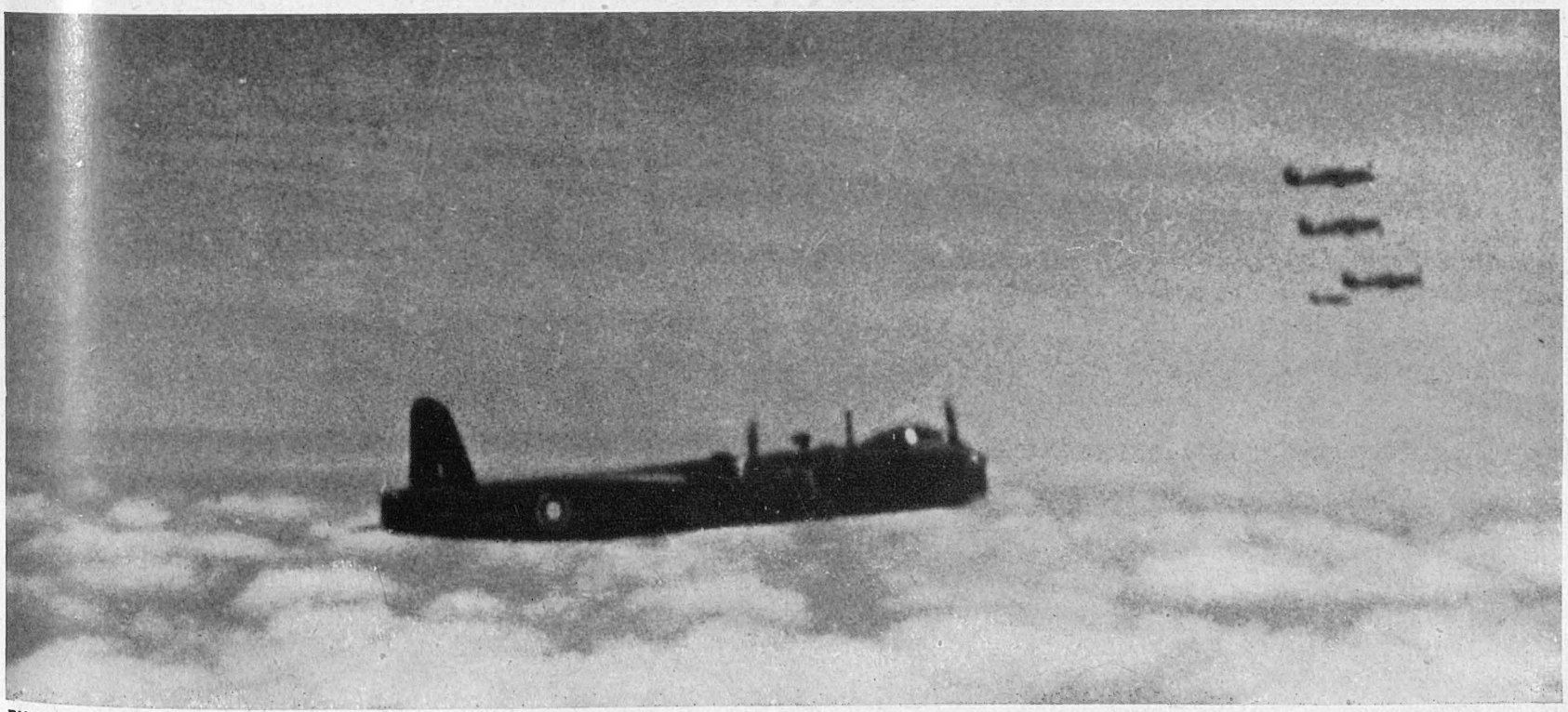
For the first time a pictorial record has now been made of a daylight attack by the big new Stirlings of the R.A.F. Bomber Command on a target in enemy-occupied France. Here are a number of pictures taken on this occasion. First, we see the bombers at their rendezvous over the English coast with a fighter escort of Hurricanes at the start of operations. These fighters and bombers are seen reaching the coast of France, evading the enemy *flak* at this point, and then flying steadily on to the target, where still heavier *flak* is encountered. Despite the now intensive fire, however, the bombers press home the attack (other pictures—not included here—show the success of this on an aircraft factory). Finally, we see the bombers—with their fighter escort still covering them—at the moment when they catch their first glimpse of the white cliffs of England through the clouds



THE BOMBER "JINKS" BETWEEN THE SHELL BURSTS: "Jinking" is the R.A.F. term for the violent avoiding action taken by aircraft when the shell-bursts come too close. As these aircraft were attacking in broad daylight, the A.-A. gunners' task was so much easier

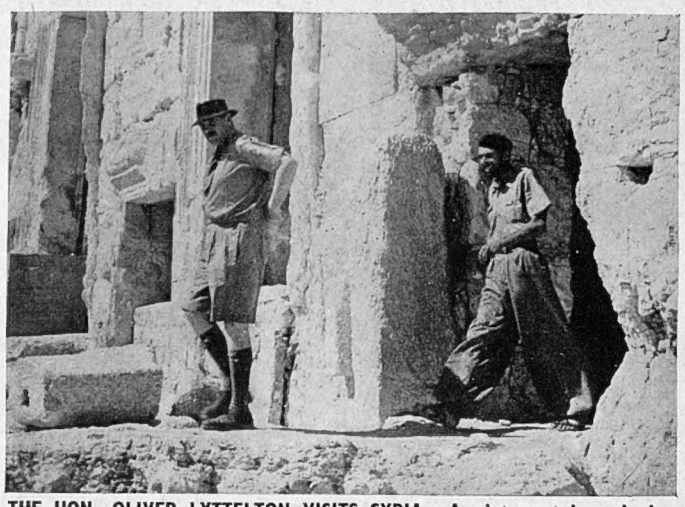


TURNING FOR HOME: Having raided their objective in Northern France, the aircraft now turn for home. But the enemy "flak" still pursues the raiders, and their course back to the coast is followed by battery after battery on the ground



ENGLAND IS NOW WITHIN SIGHT: Flying in perfect formation, the Hurricanes accompany the Stirling to within sight of the coast. Then each aircraft will turn off to land at its own station—another daylight raid successfully carried out

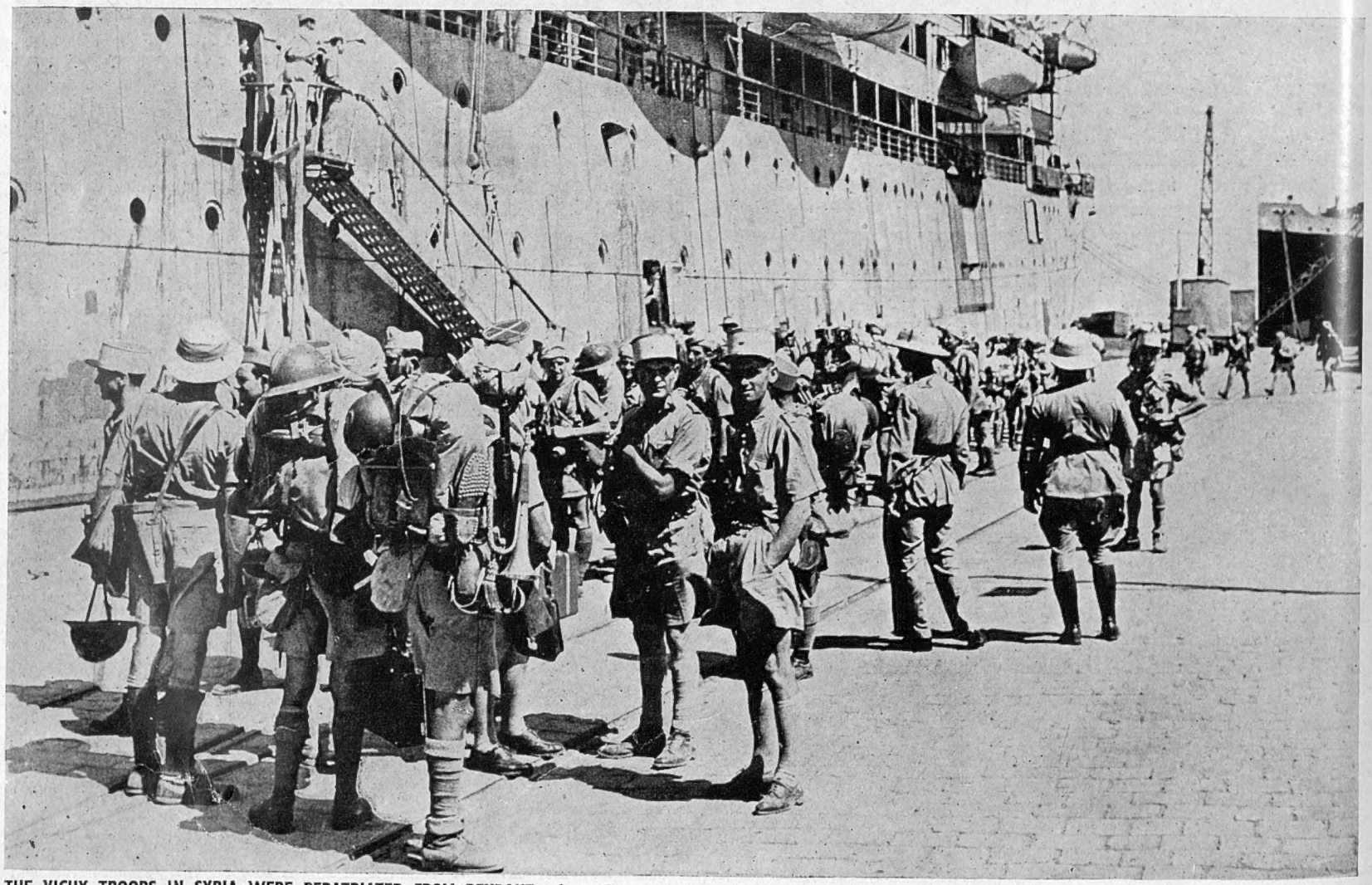
The VICHY TROOPS in SYRIA



THE HON. OLIVER LYTTELTON VISITS SYRIA : A picture taken during his visit to the historic ruins at Palmyra

THE REPATRIATION OF VICHY TROOPS : General de Verdillac (Commander of the Field Forces of Vichy during the Syria campaign) with a British Major-General on the quayside at Beyrout during the repatriation

THE HON. OLIVER LYTTELTON WITH GENERAL WILSON AND GENERAL CATROUX : Mr. Lyttelton now has headquarters in Cairo, where he is the Middle East representative of the War Cabinet. He has just paid a visit to Syria, where the above picture was taken at Sofar. On the left is General Sir Maitland Wilson, C.-in-C. in Palestine ; and on the right is General Catroux, leader of the Free French forces in Syria



THE VICHY TROOPS IN SYRIA WERE REPATRIATED FROM BEYROUT : Australian troops lined the quayside and played the ships out. Here a body of Vichy officers are waiting to board one of the vessels which will take them back to France

THE SEVEN BATTLE AREAS SOUTH OF LENINGRAD AT THE BEGINNING OF THE EIGHTH WEEK OF WAR: When the eighth week of war opened on August 10 the position on the huge front from Leningrad to Odessa was as indicated by the seven shaded areas projecting from the German side of the conflict. At the northern end of the front, the Germans were still on a line between a point north of Tallinn and Lake Peipus. In the second area fighting developed to the immediate west of Kholm, south of the Valdai Hills. In the third area, the town of Vyasma leapt into the news as an advanced position entered by the Germans to the east of Smolensk, still unoccupied. In the fourth area, the fighting edge had reached Mohilev and Gomel in White Russia (both positions north of the Pripet barrier). In the fifth area, south of the marshes, the fighting developed round Korosten to the north-west of Kieff. In the sixth area, what was intended to be a pincer movement round Kieff developed through Jitomir to Byelaya Tserkov. In the seventh area, the one from which the big thrust towards Odessa was made in the eighth-ninth week of the war, the forward movement had absorbed Kishineff, left by the Russians as a burned-out shell. The Germans had crossed the Dniester and were advancing in the direction of Nicholaev. It was only at the end of the eighth week that the big thrust towards the bend of the Dnieper took place, simultaneously with a push towards Leningrad. The intervening five areas remained more or less static

THE CITY OF LEMBERG AS THE GERMANS ENTERED: Lemberg was reported captured by the enemy in the very first days of the campaign, but it was then recaptured by the Russians. When the latter were finally forced to abandon it, the city was fired by them in pursuance of Stalin's "scorched earth" policy

EIGHT WEEKS OF WAR

How the Campaign between Germany and Russia has Progressed since July 22—A Complete Diary-Record

Specially compiled for "The Sphere"

JUNE 22-23.—German troops invaded Russia at 4 a.m. without warning, and crossed the River Bug, the frontier between German and Russian Poland, meeting Russian amphibian tanks. The German Army consisted of 185 divisions, under the general command of Field-Marshal von Reichenau, broken into three great armies—the Balkan Army, from the mouth of the Danube to the Carpathians; the Central Army, from the Carpathians to the Baltic; and the Northern Army, along the Finnish frontier.

June 24.—The Germans boasted of gigantic forward drives on a 1,500-mile front, armoured forces pulverising everything, German bombers blasting air-fields, destroying railways, smashing Russian tanks, blowing up ammunition-dumps. Cernauti [Czernowitz] was claimed to have fallen, and Nazi columns pushing towards Grodno and Minsk were hoping to connect near Moscow with the army fighting from Leningrad to Moscow.

June 25.—Germans advanced into Lithuania, where Kaunas and Shaulai were still held by the Russians, who claimed to have destroyed 300 Nazi tanks. Fierce fighting at Grodno and Volkovsk in White Russia. Tank battle near Brody, in South Poland. Soviet High Command deny capture of Cernauti and Kishinev.

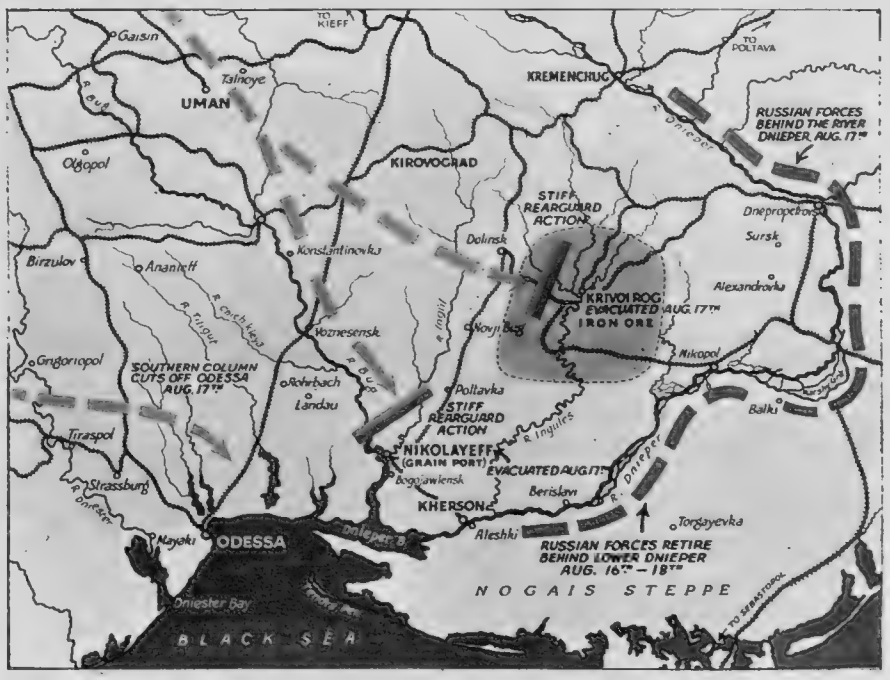
June 26.—Lithuanians seized barracks at Kaunas, capturing weapons and occupying public buildings. Russian forces drove them out till the Germans arrived. Around the Minsk area fierce fighting continued, and great tank battles in the Luck direction. Lwow [Lemberg] reported captured by Germans, now said to be recaptured by Red Army.

June 27.—German High Command claimed their troops had been successful on all fronts. Heavy German attack on Minsk. Russians retreated to new positions. Riga, the main seaport of Latvia, still held by Russian troops. Parachute troops had been dropped there and savage street fighting had ensued.

June 28.—Germans announced that their troops were marching across Finland to attack Murmansk, using their Alpine troops from Norway. Hango port bombarded by Finns, who had also occupied the Aaland Islands. Germans failed to push past Lwow.

June 29.—*After one week's fighting* Germany gave a victory communiqué. All Lithuania occupied and most of East Poland. Grodno and Brest-Litovsk captured. Russian cruiser *Maxim Gorky* damaged and three destroyers sunk. Round about Bialystok two Soviet armies encircled, which must capitulate or be wiped out in a few days, and in the Minsk area "great successes are about to be achieved." On the Russian side they announced that fighting was taking place *west* of Minsk and Luck, where Nazi tank units were stopped. The line of the Pruth River still held by the Soviet Army, which had thrown back the Nazi forces which had crossed in the first two days. Russian Air Force had bombed Ploesti, in Rumania, doing much damage to oil refineries, storage tanks and pipe-lines. German war correspondents admit that the Russian tank pits are effective obstacles.

June 30.—Germans announced further successes. Minsk said to be occupied, the German troops in sight of Smolensk reached the road to Moscow (the 500-mile motor-road which by-passes Minsk). On the Baltic front, Germans announced capture of Libau, the Latvian port, and the bombing of Baltiski, Tallinn, in Estonia, and the islands of Dagoe and Oesel in the Gulf of Riga, preparatory to the landing of paratroops. Lwow occupied and the ring round Bialystok and encircled Soviet armies tightened. Russians admit evacuation of Lwow, but claim that German advance at Minsk was checked. A great tank battle round Luck, 4,000

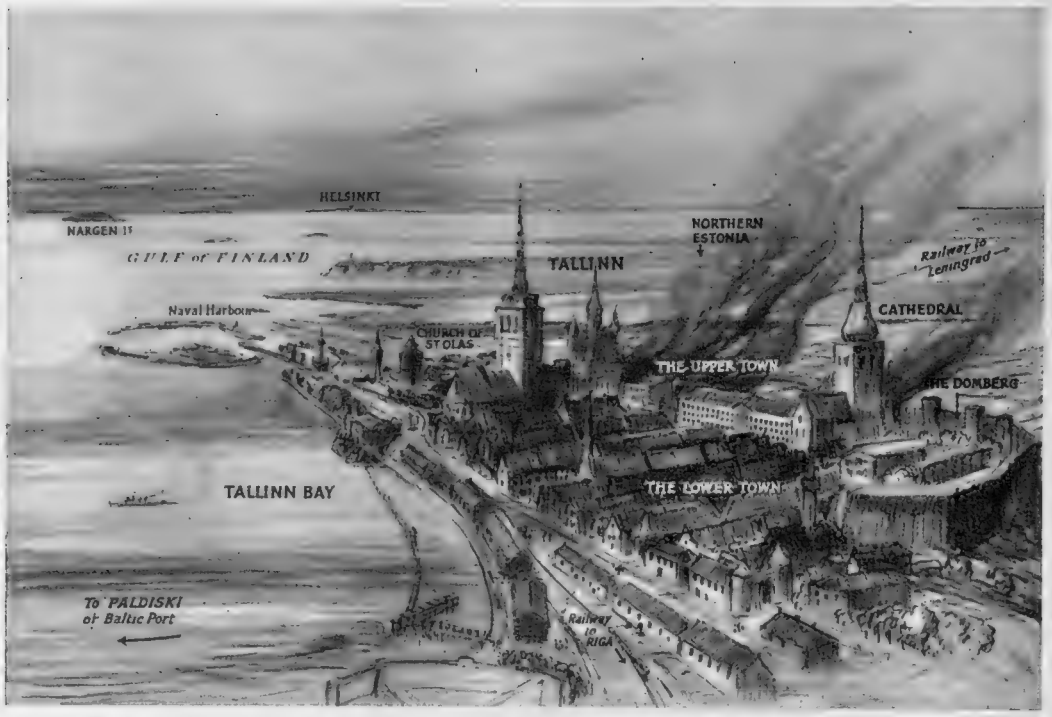


THE GERMAN THRUST INTO THE MINERAL AREA OF THE DNIEPER BEND AS THE EIGHTH WEEK OF THE WAR CLOSED: As the eighth week of the Russo-German conflict drew to its end, a massed movement against the southernmost forces of the Russians took visible form. The reports from both sides concentrated their attention on this area, where a major effort was evidently being put into operation. The pressure was great, forcing the Russian groupings to retreat across the Bug and the Ingul rivers to Krivoirog, in the centre of a southern iron ore district and to Nikolayeff, the port on the Black Sea, east of Odessa. This was evacuated in orderly fashion on Sunday, August 17. The southernmost German columns were attempting to circle Odessa completely. General Budenny's army crossed the Dnieper at Nikopoz and other places, and there re-formed behind the natural barrier of the great river

tanks engaged, holding up Germans. In Bessarabia the Russians fighting on the Rumanian side of River Pruth.

July 1.—Sudden announcement of the fall of Riga, where the Latvians thanked the Germans for expelling the Russians, and the Nazis thanked the Latvians for their co-operation. Paratroops dropped at Tallinn and Baltiski (naval base), but all were

(Continued on following page)



THE ESTONIAN TOWN OF TALLINN, ALTHOUGH FIRED, HAS BEEN HELD BY THE RUSSIANS—*Drawing by Percy Home*
On July 16 it was stated that Tallinn, in Estonia, had been fired at Stalin's orders. Previously other towns—Cernauti, Kishineff and Lemberg being the chief—had also been set on fire. But despite that Tallinn was thought, for a long time, to be in the enemy's hands, it is now known that throughout the period under review here it has been held by the Russians

GERMAN TANKS PASSING THROUGH A RUSSIAN VILLAGE : Prominent in the early fighting, the German tanks very soon came up against formidable opposition from the Regular Army and from guerilla bands

EIGHT WEEKS OF WAR *(cont.)*

overpowered and captured. Fighting continued round Murmansk and on the Karelian Isthmus. Minsk the most critical sector—Nazi Panzer units broken through, and said (by Berlin) to be racing up the motor-road to Moscow. But the Russian armies had closed up behind them and prevented the German infantry from following.

July 2.—Thrusts towards Leningrad, Moscow and Kiev continued. Russian forces said to have regrouped on a line from Vitebsk through Gorki to Kiev. Minsk still uncaptured, though the Germans claimed to have passed Smolensk. Russians stated they had stopped Nazi tanks between Minsk and Smolensk, using large forces of their heavy tanks. Murmansk said to be in German hands. The Baltic front still holding out; all Latvia not yet occupied, and Estonia not invaded. At Bialystok heroic Russian troops, refusing surrender, still holding up German armies trying to break through.

July 3.—Stalin made broadcast to Russian people. Threat to Leningrad critical. Nazi troops were being moved from Ukraine to press forward from Pskov, while Finnish troops on Karelian Isthmus attacked. Gunboats on Lake Ladoga and Lake Onega bombard the coastal roads. Russians admit eventual fall of city "not improbable." German troops crossed River Pruth, advancing towards the Dniester. Soviet troops retreated, burning buildings, destroying roads and firing the dry crops.

July 4-5.—Germans claimed that pursuit, in spite of bad roads, was proceeding without a pause on the whole front, but asserted that the Russians refused to give way even when encircled. Fighting was taking place near Borisoff, Bobruisk and Lepel (north-east of Borisoff). In the Ukraine the Hungarian forces were said to have linked up with the Germans. Germans complained of large-scale fighting in the rear, requiring large forces to be retained to deal with it. Russian forces withdrew to eastern side of River Dniester. No successful crossing of River Beresina. At Tarnopol (south-east of Lwow) the Germans failed to get through and so changed direction to Novgorod Volynsk. The Hungarians captured Kolomea and Stanislawow, south of Tarnopol.

July 6-7.—*Beginning of third week.* Red armies began launching heavy counter-attacks, forcing the Germans to fling fresh troops into battle. Entire German armies now being used. German High Command made great claims—300,000 prisoners taken up to the 5th, together with huge losses. Russia stated that the German attempts to break through at Tarnopol and Novgorod Volynsk checked; battles taking place round Ostroff, Polotsk and Borisoff, on the Beresina. At Ostroff the Germans were driven out and hundreds of tanks destroyed. At Polotsk the Germans were driven across the River Dvina. Fierce fighting on the Beresina. Further continuance of Russian counter-attacks at Ostroff, Lepel and Novgorod Volynsk.

July 8-9.—Russian retreat from Polish frontier had been efficient. Three great tank battles on central front going on. Russians receiving reinforcements for Stalin Line, and also for secondary line—Moscow, Kharkoff and Rostoff. On Finnish front German progress was slow. Salla was occupied after heavy fighting. Nazi advance towards Murmansk also going slowly. In the Baltic area the Russians appeared to have slowed down the spearheads pushing towards Leningrad. Tallinn still occupied by Russia.

July 10.—Capture of Ostroff denied by Russia. All German attacks repulsed. Heavy rainfall in Bessarabia had bogged tanks and transport.

July 11.—The Russian High Command communiqué had a confident note—Ostroff was standing on the defensive, they were counter-attacking at Polotsk, a whole German motorised division destroyed at Lepel. In North Finland the Germans were no longer in Murmansk, and their forces were only twenty miles from the new Russian frontier. General Dietl could not get further supplies of tanks, and the prevailing fogs hindered the dive-bombers.

July 12.—German High Command communiqué asserted that German armies stood immediately before Kiev; enemy thrown back beyond the Dniester. Vitebsk said to be occupied by Germans, and the offensive carried 125 miles east of Minsk. German tank divisions said to be advancing on Leningrad along the east side of Lake Peipus. It was also asserted that counter-offensives on a large scale now utterly impossible as German air force had destroyed the railways. Leningrad was immediately threatened and occupation of Kiev imminent.

July 13.—This was the day appointed for Hitler's entry into Moscow—which accounts for the boasting communiqué which was intended to dispel the general depression in Germany. Germans claimed to be near Narva, on the Estonian-Russian border. The threat to Estonian coastline serious, as it would deprive Soviet of naval bases.

July 14.—*Beginning of fourth week.* Pact signed between Soviet Russia and Great Britain to render mutual assistance in the war against Hitlerite Germany. Russian High Command said all offensive action was being held. Mogilev said to be occupied by the Germans after stubborn defence.

July 15.—Germans made attempt to seize Oesel and Dagoe, islands in Gulf of Riga acting as Russian air bases. Germans claimed advances on River Dniester near Vitebsk and at Opochka, south of Lake Peipus, and also to have captured the last fort on "the most easterly point of Stalin Line." Leningrad position still critical. Stukas being assembled to attack city, which was defended by one million men.

MUD!—THE RUSSIAN VERSION : During part of the first two months heavy rain sadly impeded the mechanised units of the German Army in the central sector around Smolensk

A FARM ABANDONED AND LEFT ABLAZE : Of little value to the enemy is this farm—or its produce, all of which has been set on fire by its owners. The Soviet Star still adorns the entrance

A BATTLE-SCARRED TOWN IN THE UKRAINE : The big poster, still intact on the wall, is an exhortation to Russian workers to insure their lives in the State Insurance Agency!

AN AERIAL VIEW OF BURNING DUNABORG : This town is situated on the River Duna, which flows through Latvia into the Bay of Riga. Its capture was claimed by the Germans on June 29, within a week of the outbreak of the war

GERMAN SOLDIERS OPERATING IN A FOREST: Apparently the lorry-mounted infantry are expecting the emergence of Russian troops from the woods. Machine-guns are strongly in evidence

THE "SCORCHED EARTH" PLAN PUT INTO EXECUTION IN THE UKRAINE—*Drawing by W. G. Whitaker*
Not only have the peasantry and soldiery of Russia obeyed Stalin's orders to destroy everything edible before retreating, but all strategic objects have also been destroyed. And not only in the Ukraine, but in all parts of the country. This drawing, based on photographic material, shows how literally the "scorched earth" policy is being pursued

July 16.—German Panzer units claimed to have reached suburbs of Kiev. Moscow reports: "Kiev offences completely annihilated by anti-tank guns." Fierce fighting in and around city; machine-guns firing from every alley and window. Fierce struggle for Smolensk; Nazis pushing from Orsha; Mogilev retaken by Russians. Nazi troops said to be in Novgorod, on Lake Ilmen. Russian counter-attack at Pskoff, and heavy fighting reported at Opotska. Tallinn said to be in flames.

July 17.—Germans claimed the capture of Smolensk, an important junction, and on the motor-road to Moscow. Russians said Smolensk was still held. Pskoff, Pockhoff and Opochka still the centre of heavy fighting. Kiev still holding out, having thrown out the Nazi Panzer units who had penetrated the defences. The German infantry, unable to follow the tanks, still held at Jitomir, Novgorod-Volynsk and Rovno. Polotsk said to be occupied by Germans. Kishineff, capital of Bessarabia, taken by Germans and Rumanians. It had been reduced to a heap of ruins: blown up by dynamite and then set on fire.

July 18-19.—Fighting continued round Smolensk. The city said to be in flames, and the Germans to be "hurrying on to Moscow." Rain falling likely to bog Nazi tanks. This area is threaded by streams and marshes. Between the Beresina and Dnieper marshland is prevalent everywhere and impassable in heavy rain.

CONFUSION FOR THE GERMAN TROOPS: After entering a Russian town, the enemy put up signposts for following troops. During the night, Russian guerillas took them all down and dumped them as above!

MARSHAL BUDENNY, THE COMMANDER OF THE SOUTHERN SECTOR, FIGHTS FOR ODESSA: The Marshal is, of course, distinguishable by his moustaches—the finest in Russia! With him is Lieut.-General Kurdinmov. They are here seen watching operations in the Odessa area from an advanced field post

THE MOSQUITO PEST IN THE UKRAINE: So considerable is this, and so serious the danger of plague, that Nazi soldiers are now being individually equipped with mosquito nets!

July 20.—*Beginning of fifth week of war.* Germans then stated that destruction of the Red armies was their object, and not the occupation of territory. Opposing troops loosely interlocked, involving nine millions of men. German troops no nearer Leningrad during the past week, and the Finnish troops had not moved on the Karelian Isthmus.

July 21.—Stalin assumed supreme command. German High Command claimed successful progress, with a crushing defeat of strong Soviet forces in the northern sector. Moscow was not to be their immediate aim just then, but no respite was to be allowed the Russian armies. Russia did not admit the loss of Smolensk. Germans had captured Novgorod-Volynsk, and all Bessarabia was then said to be evacuated, with the Soviet troops behind the Dniester.

July 22.—Russian High Command announced "no essential change." Relative lull due to necessity for repair of all mechanised units. Moscow had night air raid.

July 23.—Germans had forced two deep salients between Smolensk and Kiev. Smolensk still claimed to be in Russian hands. Thrust at Leningrad somewhat slowed down. Time factor of Germans very important; must have decisive victory in next two weeks. Their enormous expenditure of materials will be impossible to maintain.

July 24.—*Second great offensive* nearly exhausted; for twelve days Germans had thrown in their finest troops. They had not found the Smolensk salient wide enough to push forward a main attack.

July 25.—Germans admitted a Russian counter-attack at Smolensk, but insisted that it was only on a small scale. They also had to admit that the Russian Air Force was still active.

July 26.—Air raid on Moscow. Both sides had something of a respite, owing to a stabilisation of the front, but fighting still continued in the Ukraine and round Smolensk and Jitomir. The Russians claimed to have destroyed a whole Nazi division.

July 27.—Another German rumour that Nazi troops had got into Leningrad, having broken through the ring of defence. Russia disclaimed this story, saying paratroops were all killed. Viasina, east of Smolensk, claimed to have fallen. The Germans had by then realised that the war must be long.

July 28.—Story of "capture" of Leningrad, which was a mistake, was due to being started on the Finnish radio, quoted in Stockholm and then relayed to Berlin. In the Ukraine Nazis appeared to be making progress; claimed that their

(*Continued on page 288*)

GERMAN PRISONERS OF WAR: These men were all captured by the Russians in recent fighting; they are here seen receiving their ration of bread from Soviet soldiers

PICTURES OF SOVIET LIFE

Selected from a Superb Collection Now on Exhibition at the Suffolk Galleries

A WOMAN SNIPER FROM AZERBAIJAN : Suba Koshkina hails from the Caucasus. She belongs to a "shooting circle," and is the best sniper in her district

A MASS DESCENT BY PARACHUTISTS DURING MILITARY OPERATIONS IN RUSSIA—The Red Army was the first to adopt this method of dropping troops from the air : In nearly every case the soldiers seen here are being landed by means of a double parachute. This method is further shown in the striking picture reproduced below

THE RUSSIAN METHOD OF LANDING TROOPS BY MEANS OF DOUBLE PARACHUTES—a method first employed by the paratroops of the Red Army

THREE FAMOUS RUSSIAN PILOTS—Miles M. Raskova, P. Osipenko and V. Grizodubova : Above all else, modern Russia is very air-minded. The past few years have seen wonderful forward strides in aviation in the Soviet territory ; and women have been allowed to play a very large part in this development. Some of them have even been taught to pilot the big bombers of the Red Air Force

A CRUISER TANK OF THE RED ARMY : Together with the modern building in the background, this tank seems to symbolise modern, mechanised Russia

ONE OF RUSSIA'S TRAINED WOMEN GUERILLA FIGHTERS : An exhibition illustrating every phase of Soviet life has just been opened by Madame Maisky, wife of the Russian Ambassador, at the Suffolk Galleries in London. This exhibition has been organised by the Society for Cultural Relations with the U.S.S.R., and it includes over 500 superb photographs, of which a representative selection are reproduced on this page

THE NEW ATLANTIC CHARTER—AND THE OLD LEAGUE

Is a New League of Nations Foreshadowed by the Roosevelt-Churchill Charter? If so, There Are Many Lessons to be Learned from the Failure of the Old League to Maintain Peace Throughout Europe

By FERDINAND TUOHY

THE clauses of the Atlantic pronouncement set one's mind roving forward and backward. For them ever to come to anything, some form of presiding and unifying international structure would have to be re-attempted. "Pending the establishment of a wider and permanent system of general security"—free from fear and want—the imperatives of war-waging would not be available to to-day's aggressors. That finale spoke one thing: a fresh attempt on ground where Geneva failed. And so one roved ahead in the mind's eye. And also in reverse, over the first League's twenty years of life.

There it is to-day, "The Parliament of the World, the Federation of Mankind." A giant, sprawling white mass on Ariana height outside Geneva, with forty caretakers (or is it fourteen?) to look after it. Its former 800 staff? A merest sprinkling surviving in Canada. Its former 2,000 delegates and journalists? Dissolved o'er many latitudes.

Would Geneva as location, would the title, "League of Nations," ever stand a chance again?

The Palace of the Nations cost a tidy morsel, something round £2,000,000. It has hardly been used. Yet it might be worth while to cut one's loss if by so doing one became detached from physical association with failure. Moreover, that Palace is too magnificently symbolical. It jars in this age of struggle, and its decorational aiming at the solution of things "for all time" is played out. One of the old League's silliest stunts was the "evermore" business. No more this; no more the other. War banished for ever from the face of the earth. *Tripes à la mode!* Let 's hope we get away from that kind of nonsense, anyway. Build for fifty, for a hundred years, and be proud of it.

The remnants of the old League are now in Canada, and I see no reason why its successor shouldn't take shape there, particularly in view of the direction the task is likely to take in opening years. But for permanence, I cannot see a better place than central and not unserene Austria. That 's where the first League should have been planted, on beaten soil. That 's the place to plant hope, if you 're sincere about it: on beaten soil. World Union headquarters located in Austria would, moreover, give the ghost of Schickelgruber material for a spot of reverie. Yet such questions as location and title, important as they are, recede into the background when we pass to method—how to go about rigging up this next international order.

With masterly over-simplification, I say that the old League got into an upside-down contention, or was built so. That the political side came to have a prominence out of all proportion to the social and economic sides. I suppose I attended at Geneva on an average two or three times a year, from 1923 to the end. Scores of others topped that. What constitutes our overriding memory to-day? One long-drawn-out political dog-fight. One seemed to be for ever lost in a maze of other people's prestige and power politics, if not their domestic politics—a Right Government here colliding with a Left Government there could bring League deadlock. One seemed to revolve paramountly, if not exclusively, round such things as mandates and minorities, treaties and pacts, and to spend one's time haggling over what constituted offensive and defensive weapons, defining who was an aggressor, debating how to apply sanctions, chasing formulæ and letting off steam on the latest international "incident."

We of the Press, and later the broadcasters, headlined nothing else. Of course we had excuse. We were doing everything for the first time. Nevertheless, we saw through little else save the war's aftermath, and we became obsessed with the political side only of that aftermath.

One year it would be Mussolini's attack on Corfu that obliterated all else. Another year, the Protocol of Mutual Assistance. The next year, the Ruhr. And so on. Yet another year the world's representatives spent their annual beano discussing how Germany should be admitted. And the year after, whether Russia should be admitted at all. Other years—I refer to the September Assembly and intermittent meetings of the Council—"Geneva" was entirely wrapped up in the Dawes and Young Plans. And, of course, Japan in Manchukuo overlaid indefinitely everything else on the agenda.

On another occasion the World Court did the overlaying, and I could not help reflecting—what, really, did the World Court amount to? It simply wasn't functioning, and no one intended that it should. On the rare occasions it met, it would solemnly debate for weeks on end such matters as whether such-and-such a vessel had the right to use the Kiel Canal. In the whole of its post-war life the Court had one important case, and one only, before it—whether Austria should be economically united to Germany—and on that occasion, thanks to Tardieu wangling the vote, eight judges said No and seven said Yes. One vote ruled out the *Anschluss*; yet, had it been sanctioned, there certainly would not have been *this* war.

Of course, all these things had to be dredged. But my point is that, telescoped together, they completely dominated the entire short life of the first League, whose labours grew overwhelmingly into a sort of legacy of the war. No positive shove-off into the future at all. Instead, a tangled political maze whose guides were most times heavily interested parties.

THE GENEVA THAT WAS—
One Long-Drawn-Out Political Dog-Fight

AT GENEVA TO DISCUSS THE REFORM OF THE LEAGUE!: M. Maxim Litvinov, the Soviet Commissar of Foreign Affairs, talking to one of his colleagues in a corridor. Behind them is M. Maisky, now Russian Ambassador in London

CONFIDENCES TO A JOURNALIST: M. Briquet, editor of the *Journal de Geneve* (with glasses), speaking to M. Camille George, of the Legation Council of the Political Department in Berne. In background, with pipe, is M. Gabriel Peri, a French Communist Deputy

AFTER A LUNCH GIVEN BY THE SECRETARY-GENERAL: M. Fotitch, Yugoslavian Minister, has an informal interview with a Geneva journalist

In a terribly complicated world, with conflicting ideas and interests all around, we appeared to be ineluctably drawn to the things that divided nations rather than to those that united them. Yet just up the road were the tools with which one could get on with the latter job. I refer to the economic and social services at whose labours the various Governments occasionally were pleased to sniff in a "this-is-all-very-interesting-but-does-it-really-matter-when-we 've-got-Abyssinia-on-our-backs?" manner.

Any successor to Geneva should have as its foundation not politics but the social services that unite nations. If there 's got to be disputation, let it be over such things as control of raw materials and of working conditions and wages. Let the next attempt at a "Parliament of Mankind" get down to the things that really matter in the lives of men and women. It mightn't be a bad notion to place in separate compartments from the very start the political ordering of the peace solution, and the founding of that World New Deal of which first breath has come to us from the Atlantic Ocean.

Under the first League's dispensation such matters as health, exchange of labour, transport, educational and cultural ties making for greater understanding, were treated as so many backwaters where cranks amused themselves. Yet this is the side of the late League which survives. It may make dull reading in the public prints but that should be no criterion. This is the side which crosses frontiers and meets with the least challenge. The more enduring links that can be forged across frontiers, the more chance there is of getting the political aspect straightened out. The true role of a future League should be that of a neutral liaison office. Important Mr. Bevin is one who evidently thinks that way:

"If I had my way, I would say to anyone who needed oil, rubber, coal or bauxite, 'You can have them.' But I would pool them internationally. I would pool the freights and make a charge for them, so that the standard of life of the workers all over the world would go up, and I should ensure that the distribution of these raw materials would be under international control. Control of commodities would carry with it logically the international control of labour conditions and wages. I hope that one of the conditions of peace will be the building-up of equal standards and that a great move will be made to raise the standards of the coloured workers."

And it is especially good to know that a person in Mr. Winant's peculiar position of importance, with the ear both of President Roosevelt and Mr. Churchill, is among those who would develop to the full the social and economic aspects of any future attempt at uniting the peoples. There can have been no other reason for Mr. Winant joining the Labour Bureau at Geneva than a conviction of the importance of social issues on the international stage.

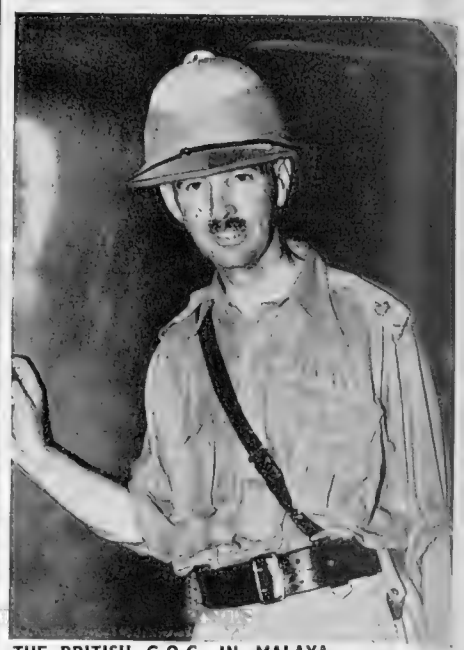
The breaking-down of barriers and the development of common interests can be better served by the prolongation of a canal or by the opening of a clinic, than by a month's "international co-operation" ranting such as used to be visited on us during the political spasms of the last League.

Even on the non-political side the edifice of 1919-1939 displayed a faulty sense of proportion, which could be remedied in the future. Surely there were more urgent matters in the world, calling for the work of special departments, than pornographic literature and "white slavery"? A lasting memory is that of a couple of eminently respectable Englishwomen checking up on a crate of the latest pornographic literature. Surely if a League must do that sort of thing, it should search out a panel of the unfrocked for the work? Or take the white slavery. The utter bunkum of presuming to intrude in Rio or Buenos Aires when right next door to Geneva it was still part of State policy to control the bawdy houses of France! But you couldn't say a thing about that. Oh, dear no!

As for what happened over the League's pushing its nose into the drug traffic, I got that together several years ago in a book called *Inside Dope*. As it was not full of orgies, it never sold, but it did insist on the facts of the case—namely, that by chasing drug factories out of Europe the League merely sent them closer to the opium fields in the Far East. To-day the factories turn out the white drugs—morphine and heroin—*sur place* (cocaine, of course, hails from Bolivia).

Another section that needs not discarding but re-casting, is "Intellectual Co-operation." Above all, its dreadful name should go. Here is the germ of a first-rate idea, but it was terribly mucked about last time. In the broadcasting and travel-for-the-multitude days ahead, things of the mind (together with a more rational teaching of the past) will require some form of popular international junction.

THE DEFENCE OF SINGAPORE



THE BRITISH G.O.C. IN MALAYA : Lieut.-General A. E. Percival, D.S.O., O.B.E., M.C., leaving an aeroplane during one of his tours around Singapore. He is fifty-three years of age, and served in France Russia and Nigeria before going to Malaya in 1936

TRAINING FOR JUNGLE WARFARE IN MALAYA : The Australian Imperial Forces, since their arrival at Singapore, have concentrated on learning to operate in the Malayan jungle. The troops find that slashing their way through the tropical forests is not much different from hacking down the bush undergrowth as farmers back home

WAR MATERIALS ARRIVE FOR THE DEFENCE OF MALAYA : This is a scene on the Singapore Docks during the unloading of war material to build up the defensive strength of Malaya. Like other shipments from Great Britain, this one sailed through the "Battle of the Atlantic" unscathed. The part-assembled gun here being landed by coolies will later be erected at one of the strategic points on the peninsula

THE CHINESE MILITARY MISSION VIEW SINGAPORE CHINESE VOLUNTEERS : For the Military Mission one of the most interesting visits during their tour of Malaya was that to the Chinese Section of the Singapore Volunteer Corps. This is an important element in the defence of our Eastern stronghold. Chinese trainees operate alongside European, Malay. Indian and Eurasian volunteers

THE LEADER OF THE CHINESE MISSION IN MALAYA : Led by General Shang Chen, and including important military, naval and air officers, the Chinese Military Mission have just made a tour of the Malayan defences. The Mission toured the entire Malay Peninsula, from the Thailand border to Singapore Island. General Chen and some of his officers are here seen viewing one of the latest Tommy guns, large numbers of which are now is use in Malaya

ASIATIC DESPATCH-RIDERS IN ROUGH MALAYAN COUNTRY : The Royal Army Service Corps in Malaya recruits almost entirely Asiatic drivers for its transports. The headquarters of the Corps at Singapore is an example of the racial harmony between the Malays, Chinese and Indian races who make up the Malayan population. In the R.A.S.C. depots the three races live together as they do in the streets of the city

THE ROYAL AUSTRALIAN AIR FORCE KEEP WATCH IN THE AIR ABOVE THE MALAYAN JUNGLE

An important factor in the aerial defence of Malaya is the personnel from the R.A.A.F. : these men fly American-built Lockheed Hudsons as well as Australian-built Wirraways, the Antipodean equivalent of an American design. This picture shows a formation of Hudsons on patrol duties over the dense jungle lands of the Malayan Peninsula. In Australia it is now recognised that the best defence for the Antipodes is the holding of the great Eastern fortress of Singapore, and thousands of Australians have been landed on the Peninsula for this purpose

LEASE-LEND MATERIAL FROM THE UNITED STATES ARRIVES BY AMERICAN SHIP AT MALAYA

This picture shows one of the many crates of Lease-Lend material from the United States at the Singapore docks. On the right is seen the American flag prominently displayed on the side of one of the ships engaged in the trade with Malaya. These vessels arrive with war materials for the defence of the Peninsula, and leave with raw materials for the United States, especially tin and rubber—both of which are produced in large quantities for world export. Between the crate and the ship pass Indian soldiers, and coolies trundling American-bound rubber. The flow of supplies to Malaya is controlled by the Ministry of Supply ; and the vessels engaged not only sail under the American flag, but are also comparatively free from the interference from U-boats and surface raiders which has hitherto kept American vessels away from the war zone around Britain

THE LATEST AIRCRAFT-CARRIER OF THE ROYAL NAVY—H.M.S. "FORMIDABLE": She is here seen in fighting trim, with her wireless masts lowered outwards "Formidable" rises from the starboard side of the aircraft-ca

Formidable belongs to the Illustrious class of aircraft-carrier. She is the latest addition to the Royal Navy, and has already been in action against the enemy—at the Battle of Cape Matapan, in which aircraft flown from her decks scored successes against Italian cruisers and a battleship. The leader of this class, *Illustrious*, was damaged in the Mediterranean in January last whilst on convoy duties. She was successfully taken to Malta, and despite further heavy attacks there, was later transferred to Alexandria. She is now back on the active service list. *Formidable*, of which an impression is given above, was ordered from Harland and Wolff in March 1937: work was begun on her in June of the same year and she was due for completion in 1940. In

(*Continued on right*)

THE "ARK ROYAL" OUT ON PATROL: Some of the aircraft flown from her wide flight deck are actually seen in the air. The carrier has accommodation, under actual war conditions, for sixty of these. This picture was taken, whilst out on patrol, from an accompanying destroyer

On right—

Away out in the Atlantic, hours after dawn, the Coastal Command Hudson made its rendezvous with the convoy and the escorting warships. "I was just setting course for home" said the pilot, "when something—I don't know what—told me to have a final look round. So I made another wide circuit of the ships. I was half-way round when one of the escorting warships spelt out a signal to me with its lamp. The message read: 'Suspicious aircraft to starboard.' We flew on for a bit and sighted an aircraft about four miles away. It was flying very low, just above the sea, and on a steady course towards the convoy, taking good advantage of the very low cloud over the Atlantic. It was just a dot at first—but obviously a big fellow. I went on to have a look at him. Just as a precaution, I pulled down my front gun-sights and mentioned to my co-pilot that I had the stranger beautifully in my sights. He suddenly let out an Irish yell. 'Hi! It's a blinking Condor!' he cried. He was right. It was a Focke-Wulf Condor painted sea-green as camouflage. The big German was going straight for the convoy and was now only two miles from it. The second pilot ran back to man the side gun of the Hudson. I went all out on the throttle, and at 1,100 ft. began to dive. Four hundred yards away I was wondering who would fire first. At that moment the German and I began firing simultaneously, but my front guns didn't seem

(*Continued on right*)

ANOTHER EPISODE IN THE BATTLE OF THE ATLANTIC: AN AMERICAN-BUIL
A GERMAN FOUR-ENGINED FOCKE-WULF BOMBER, which was attempting

ards from the sides, to allow greater freedom of action to the pilots to take off and land. Like the "Ark Royal," the big superstructure which forms the bridge on ft-carrier—*Drawing (from official photographic material) by Roland Davies*

appearance the latest aircraft-carrier is not unlike the *Courageous* (which was torpedoed in September 1939) and the *Glorious* (which was sunk in action with the German battleships *Scharnhorst* and *Gneisenau* off north Norway in June 1940). Her funnel and navigating superstructures, carefully streamlined, are right over on the starboard side in order not to impede the aircraft using the flight deck; but internally she is entirely different, mostly in factors on which the enemy would dearly like to obtain information. *Formidable* has a displacement of 23,000 tons, and carries a complement of 1,600; she has a length of 753 ft., a beam of 95 ft., and a draught of 24 ft. She is armed with sixteen of the new 4·5-in. dual-purpose guns; and her turbines give her a speed of over 30 knots

-BUILT LOCKHEED-HUDSON AIRCRAFT OF THE COASTAL COMMAND, R.A.F., DESTROYING ating to raid a British convoy in the Atlantic—*Drawing by Roland Davies*

THE CONVOY ASSEMBLES UNDER COVER OF A BALLOON BARRAGE: A new picture taken at a British port, showing kite-balloons being flown from the decks of the merchantmen. The barge in the foreground is taking out another balloon

to be doing him any damage. The enemy's shooting was bad. Not one of his bullets or cannon shells hit us then or afterwards. I brought my Hudson still lower and got into position 200 yards away to give my rear gunner a chance. He took it beautifully and promptly. I could see the tracer bullets from his tail gun whipping into the Focke-Wulf's two port engines and into its fuselage about mid-wing. We got closer still—actually to between 20 and 30 ft.—so close that the Focke-Wulf looked like a house. All the time my tail gunner's tracers were still ripping into the Jerry. When there was only eight yards between us we saw a gun poked out from a window of the Focke-Wulf. A face appeared above it, but it wasn't there long. The second pilot saw the face and spoiled it with a burst from one of his side guns. By this time two of the four engines of the Focke-Wulf were in a glow. The German turned. As he did so he showed us his belly. My tail and side guns absolutely raked it. I made a tight turn the other way. When the Hudson came out of it I saw the German about a mile away, still flying apparently all right. We know that these big Focke-Wulfs are built to give and take heavy punishment. But I was amazed that this fellow could still fly at all after the hiding we had given him. I set off after him again, but the chase didn't last long. The Focke-Wulf soon crashed into the sea. It pancaked on the water and we could see five members of its crew swimming from the wreckage and another one scampering along the fuselage.

THAILAND, the Threatened Kingdom in the Far East

PRESIDENT OF THE COUNCIL OF REGENCY : Colonel H.H. Prince Aditya, a nephew of the ex-King Prajadhipok, and one of the two members of the Regency Council ruling the country during the Boy King's minority

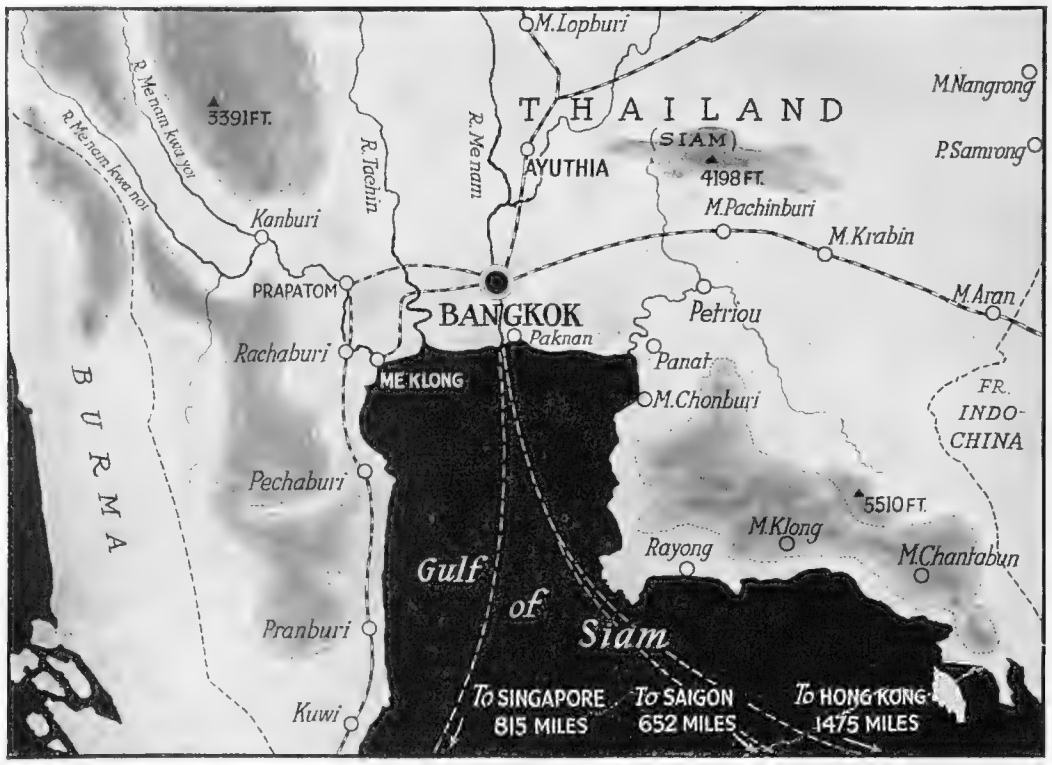
PREMIER AND FOREIGN MINISTER : General Luang Bipul Songgram, who holds both posts and who is regarded as the strong man of the country. He was educated at a French military college. The General was Thailand's War Minister

THE BOY KING OF THAILAND : King Ananda was born in 1926. He succeeded to the throne on the abdication of his uncle, Prajadhipok, on March 2, 1935. During his minority Thailand is being ruled by a Council of Regency, which formerly consisted of three, and now consists of two, members

MINISTER OF FINANCE, Luang Pradist Manudharm, formerly Foreign Minister

MINISTER OF PUBLIC INSTRUCTION : Captain Luang Sinddhu Songgramjai

MINISTER OF STATE and Director-General of Police : Colonel Luang Aduladej Charas



BANGKOK, CAPITAL OF THE MODERN STATE OF THAILAND AND ITS SURROUNDINGS

The kingdom of Thailand (or the "Land of Free Men") was for long known as Siam. Until Japan began her move towards the south, Thailand was regarded as being well outside the zone of war : but now the country is at the very centre of the Far Eastern danger zone. The area of Thailand is nearly 200,000 square miles, with a population in 1937 (the last census) of 14,500,000. The prevailing religion is overwhelmingly Buddhist. Owing to its geographical position, Thailand is now being drawn into the vortex of war—to the east and north lies French Indo-China, where Japan has now firmly ensconced herself ; to the west lies Burma, and the approaches into the heart of China, with whom the Japs have been at war for so long ; and to the south lies the rich Malayan Peninsula, with the great fortress of Singapore at its tip. Bangkok, the capital, is at the centre of all Thailand's communications, and the centre of its export and import trade

ONE OF THE LEADING FIGURES IN MODERN THAILAND : Colonel Phya Phahol Pholphayuha was formerly President of the State Council (and thus Premier of the Government). He is now regarded as an Elder Statesman and is a person of importance in the political and social life of Thailand

TO COMMEMORATE THE FOUNDER OF THE DYNASTY : At Bangkok there is a great Memorial Road Bridge across the River Menam, and on the bridge is an heroic bronze statue of Rama I, the founder of the present Thai dynasty. The statue is the work of Corrado Feroci, an Italian sculptor

THE GREAT TERMINUS OF THE SIAMESE STATE RAILWAYS AT BANGKOK : From east, north, west and south, all the railways in Siam converge on the capital of Bangkok ; and here the architecture is surprisingly modern. The great terminal station might well be found in present-day America, from which its inspiration obviously came ! For transportation, taxis of American design abound at the station

A TYPICAL STREET SCENE IN THE THAI CAPITAL—The shop signs are written in English and Chinese as well as Siamese : Of late years several broad streets have been driven through areas which formerly were pest-holes. These streets are to-day wide and well kept ; and the big buildings which have recently been erected are well up to European standards

THE CHAKRI PALACE IN BANGKOK : There are a number of royal palaces in the capital, and many of these are of great splendour. In the neighbourhood of these residences are broad boulevards and well-kept thoroughfares

THE GRACEFUL AND EFFECTIVE PHRA-TI-NAN, OR COUNCIL CHAMBER AT BANGKOK : Until June, 1932, Thailand was an absolute monarchy ; but under the permanent constitution signed in December of that year, the supreme power passed to the nation. The Assembly of the People's Representatives exercises its powers through the State Council, composed of fourteen to twenty-four members. Men and women over twenty years of age alike enjoy the franchise

MODERN CONDITIONS IN THAILAND : This is an ice factory built on the most modern lines in Bangkok. The top floor of the tower is used as a fire-observation station

THE INTERNAL TRAFFIC OF BANGKOK IS CHIEFLY CARRIED ON BY MEANS OF CANAL—Life on a typical "Klong," or waterway

Until comparatively recent times, there were only a few passable streets in the whole city. Consequently the canals, with which Bangkok abounds, became the principal thoroughfares. A considerable part of the population lives altogether in boats. In some of the larger canals, large covered boats of good capacity are always to be seen moored close together in serried rows, in each of which the owner with his wife and family live permanently or for long periods, and on board of which all ordinary household occupations are conducted

THE HORSE IN MODERN WARFARE

Despite Mechanisation, Thousands of Horses are Still Employed in and Behind the Battle Front

By W. H. CHALONER

THE pre-war publicity given to cavalry mechanisation and the present struggle to counter the menace of the Panzer division have overshadowed the services still being rendered to man in this war by the horse, his second oldest ally in the animal world. For to-day thousands of horses are toiling, foaming and dying in the dreadful game in which their kind has been involved almost as long as man himself. The war has caused a transport shortage on land as well as on the sea. Behind the battle-fronts the demands of heavy industry for coal and other bulky war materials congest the railways of every belligerent Power and every occupied land; Governments, warring and neutral alike, have rationed their precious stocks of petrol and, as a natural sequel, obsolescent and depressed forms of transport such as the horse and the canal-barge have sprung into vigorous life again. The horse-drawn railway van rumbles in larger numbers through the streets of our cities and old-fashioned grocers' carts, mingled with an occasional pony and trap, rattle through towns and villages in place of the internal combustion engine.

On the battle-fronts themselves railways are bombed and rendered useless; bridges are blown up; roads are blocked and petrol is burned by the retreating armies. Here again the horse, which to some extent can live on the country, proves its worth as an alternative form of transport.

We must distinguish between the use of the horse in modern armies for supply purposes and in actual battle. In the Russian and German armies, which are perhaps too large to permit of their being mechanised to such an extent as the British, one hears little or nothing of horsed cavalry, but horses are used in both these armies to a large extent for supply purposes and in artillery columns. When a blockaded State like Germany has to make a choice between using precious imported or synthetic oil and home-grown horse fodder, horse fodder wins. The German artillery, which rumbled southwards across Flanders and through Paris a year ago in the wake of the victorious Panzer divisions, was largely horse-drawn.

ON THE RUSSIAN FRONT: German artillery which follows up in the wake of the Panzer divisions is largely horse-drawn. In this case the horses are taking advantage of the fact that their driver was shot to snatch a well-earned rest by the roadside

Although horses have been used for supply purposes on every front from Finland to Libya, the present war has provided fewer instances of horsed cavalry in action. An example of how not to use horsed cavalry in modern war was provided by the Polish High Command of September 1939, when the famous Polish cavalry charged with useless but splendid gallantry across the open plains of its stricken fatherland into the scythe-like fire of the German machine-guns and tanks. It seems evident that horsed cavalry in modern war can only be usefully employed in a subordinate role and in terrain which forbids the extensive use of the motor-cycle and the armoured fighting vehicle. To judge by the vague reports so far available of the Soviet horse guerillas operating with great effect in the German rear, horses can still be used effectively in flat or rolling country which lacks good roads and is largely composed of forest and marshes. This type of country offers many opportunities for cover and surprise sabotage. Naturally, owing to reasons of military security, few precise details of this partisan warfare or "opolchenie," as the Russians call it, have so far been revealed.

The five-week conquest of Syria (June 8 to July 14, 1941), that "slow, sticky campaign through very difficult country," as General Wavell described it, fought over the scene of Allenby's classic cavalry thrusts of 1918, affords the best example so far encountered in this war of the use of the horse in actual operations. It is true that the horsed cavalry was no longer used, as in Allenby's days, to bring about the development of mobility from a protective base by breaking through the enemy's lines. This job was left to the tanks and armoured cars (armoured cavalry), supported by infantry. The British horsed cavalry was keyed for action after eighteen months' training in Palestine, and the function assigned to it in Syria was to perform scouting duties while protecting and patrolling the flanks of the three columns which were advancing northwards from Palestine. These three columns operated simultaneously, one in the open country east of Mount Hermon, with Damascus as its first objective, one up the northern valley between Hermon (Anti-Lebanon) and the Lebanon range in the direction of Rayak, and one along the coast road between the Lebanon range and the sea, making for Beyrout. In the eastern column, which would be operating in open country giving scope for manœuvres, the Free French, including cavalry, formed the right wing, together with some of the Transjordan Frontier Force; the centre and left wing were composed of British, Indian and Australian units. In the central and coastal columns there were British forces engaged, but the leading part was assigned to the Australians.

Southern Syria is far from suitable for tanks, but gives scope for the profitable use of horsed cavalry. The area in which the campaign was fought was so large in proportion to the number of troops engaged that it was quite easy for a raiding cavalry column to cut the communications of the opposing side. This gave the horsed cavalry its chance, for there were many districts in which motor transport could not operate. In front of Damascus much of the country was found to be too rough for motor transport, and before the capture of Damour, during a sortie from Jezzin, Australian armoured cavalrymen reverted to horses, thus arousing memories of the Australian Light Horse of the last war. With the collapse of French resistance and the cessation of hostilities in the second week of July, British horsed cavalry was given a more constructive task to perform. It revealed yet another wartime function of the cavalry, for it was a policing operation calling for the highest qualities of tact and judgment. Britain has been interested in the Jebel Druse since the days of the eccentric Lady Hestor Stanhope, who settled among these wild tribesmen early last century, and it was therefore by no means the first contact between the two races. But the tribesmen of the Jebel Druse in south-east Syria were restive and distrustful. Possibly they wanted to pay off old scores against the French, who had been harsh and tactless in their dealings with these proud Arabs in the 1920's.

To relieve the French garrison of Suweida, capital of the Jebel Druse, without friction, when a single mistake might have caused a distracting revolt at a very critical juncture in the history of the Middle East, was the task assigned to a British cavalry brigade under Brigadier Dunn. Horsed cavalry units in the Brigade included the Yorkshire Dragoons, the Cheshire Yeomanry, and the Scots Greys. On the afternoon of July 24 the Brigade, having moved up from Deraa, took over from the French garrison amid much ceremonial, on the glaring racecourse of Suweida, where Brigadier Dunn took the salute from the departing, down-at-heel French. The contrast between these and the spick-and-span British cavalrymen and their splendid mounts, made a visible impression on the large body of Druse tribesmen present, themselves excellent judges of horse-flesh. Except for the burning of a few houses belonging to Frenchmen on the outskirts of the town by looters, the occasion passed off without incident, and the Jebel Druse remained at peace.

MOUNTIES OF THE EAST: In Palestine, essentially a cavalry country, with large areas of it accessible only to horse and mule, the Yeomanry Cavalry play a great part in the maintenance of public security, penetrating into the remote hill villages. Here is a section seen out on patrol

RUSSIAN CAVALRY IN ACTION: A Russian soldier firing over his mount. These horses are highly trained, and play an important part in the successful guerilla warfare which the Russians are adopting against the Germans

LIFE in the WESTERN DESERT

A Series of Official Pictures which Show the British and Imperial Forces at Work Amidst the Desert Sands

Although there is, at the moment, no big-scale operation in progress in the Western Desert, life is far from quiet for our forces stationed there. The pictures reproduced on this and the succeeding pages emphasise this. One of the duties which occupy the South African Infantry Brigade, for instance, is the daylight patrol. Carried out daily, these patrols have resulted in the acquisition of much valuable information regarding the enemy's activities

A SOUTH AFRICAN PATROL IN THE DESERT : The men are here seen soon after setting out from their base

JUST LEAVING CAMP : The patrol assembles under the protection of a big hill of sand

DONKEYS ARE USED by the patrols to carry the necessary ammunition, water and emergency rations

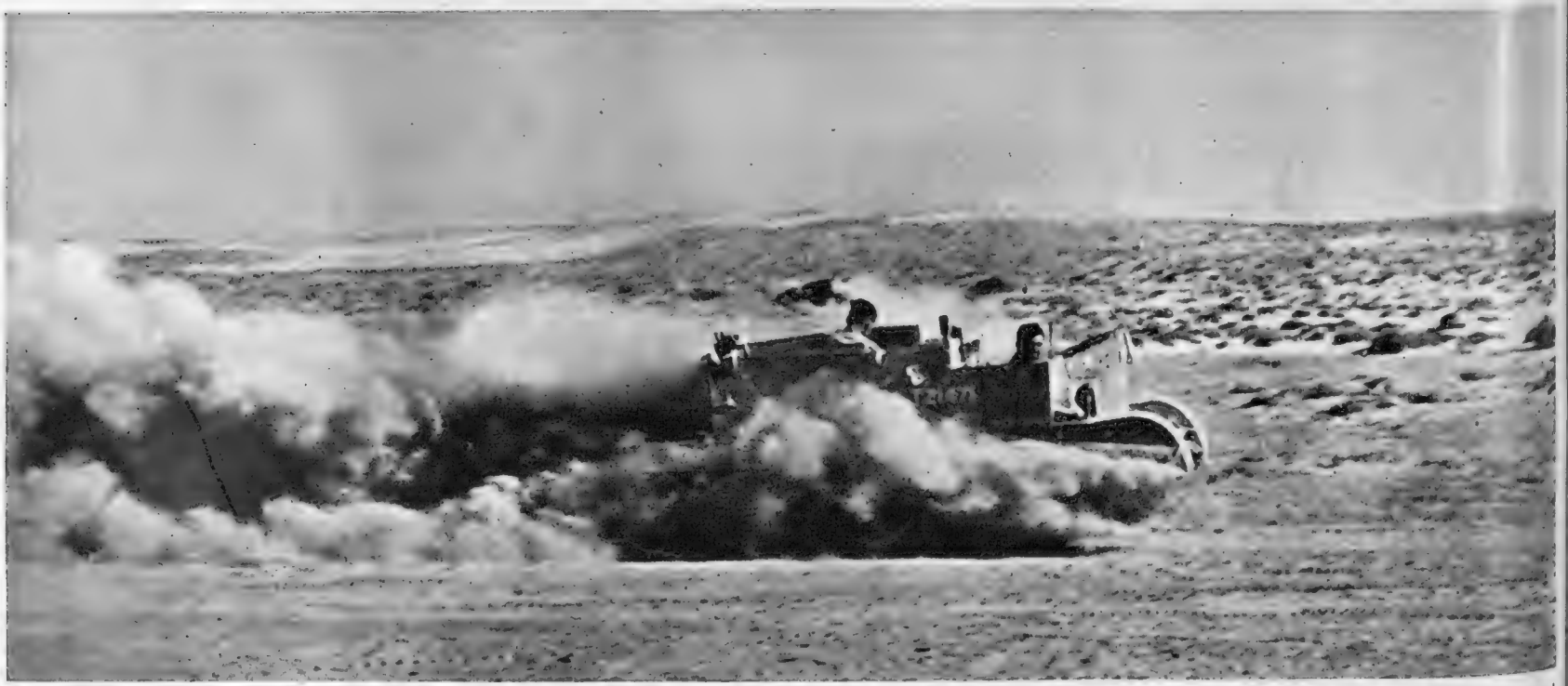
AN ENEMY PATROL IS ALSO OPERATING IN THE SAME AREA : The South Africans, thereupon take cover amongst the sand-dunes and prepare to attack

THE DESERT BLACKSMITHS : Dotted about the desert are these little sheds, where tanks are dismantled and repaired. The "sheds" are only poles roofed with blankets; and the tanks are all dispersed, instead of being arranged in orderly rows, in order to present a more scattered target to enemy aircraft

THIS WORKSHOP IS FOR THE REPAIR OF ARTILLERY : It has been dug into the desert sands and is thus below the level of the surrounding country. A very up-to-date equipment, capable of carrying out most complicated repairs, has been installed here

A TANK COMES INTO THE WORKSHOPS FOR OVERHAUL

In the Western Desert there is a blacksmith's shop where tanks and guns which have seen hard service come in for overhaul. Up-to-date equipment has been installed in makeshift workshops, the chief of which have been well dug into the sand and camouflaged from enemy observation: here guns are given necessary attention, and major repairs can be carried out. Elsewhere, scattered over the sands, are tanks, Bren-gun carriers and other machinery awaiting attention at the smaller sheds. In the picture above, "Snow-White," a heavy transporter, is seen carrying a tank into the workshops. Recently the crew of this heavy lorry—using the guns of one of our damaged tanks—fought a battle with the enemy whilst the tank was actually on the transporter!



AFTER A COMPLETE OVERHAUL A BREN-GUN CARRIER HAS A TRIAL RUN over the desert sands before being taken back to its unit. Owing to the universal sand machinery rapidly becomes affected in the desert, because of the abrasive effect on overheated metal!

LIFE IN THE WESTERN DESERT *(continued)*

THE FIGHT AGAINST SICKNESS: Setting the traps around a camp to catch the disease-breeding flies

THE END OF THOUSANDS OF NOXIOUS FLIES: When the troughs have been filled, they are then fired

"Kill that Fly!" is no mere slogan, but a relentless battle-cry, backed up by results of careful research. The Western Desert has a "Fly Squad," with its own headquarters, under the direction and supervision of a lieutenant—an Australian liaison officer. This newly-formed squad has accounted for a million flies during the six weeks since its inception. The scheme entails the clearing by the hygiene section of infested areas. This breaks up the breeding circle, as fly-traps, being baited with fresh meat, are distributed in the areas and left there for four days, then collected. The flies are then sprayed with chemicals and burned. Great care is taken to see that all refuse is burnt in the camps, and not buried, as research has proved that a fly can work its way through 8 ft. of sand

The traps and tins set up about the camps are brought in to a central point, placed in a trough, and then sprayed with chemicals for burning

The "Fly Squad" leaving their headquarters on the daily round: their traps are ready to be placed at points within the camp's perimeter

CHURCH PARADE IN THE DESERT: With a truck as an altar and the sky as a dome, these soldiers attend Divine Service, celebrated by one of the Army Chaplains. Some of the men in the Western Desert have been away from home—and even from the base—for over a year

LIFE IN A LIBYAN PRISONERS-OF-WAR CAMP : There are many thousands of native troops captured during the operations against the enemy in the Western Desert. Most of these had been enrolled for service in Italy's Colonial battalions. These soldiers are now housed behind barbed wire in specially constructed desert camps. The seats seen in the above picture have been made by the natives themselves out of sand : their kits are neatly arranged in front of them

LIFE IN THE WESTERN DESERT—*(Cont.)*

THE DESERT POSTMAN : The mails being unloaded at an Army Post Office, sunk below the ground in the Desert : The Army Postal Service plays a great part in keeping the morale of the troops to a high standard. Letters from home are eagerly looked forward to, and their importance is fully recognised by the authorities. The delivery of the mails is therefore entrusted to personnel who have had experience in the Postal Service and have been specially enlisted. The Officer Commanding has had a vast experience as a postmaster. He has 200 sub-post offices under his charge in the Western Desert, and his staff handles 200 bags of mail daily

HOME COMFORTS (ALMOST) IN THE DESERT : An open-air hairdressing establishment operating within sight and sound of the enemy

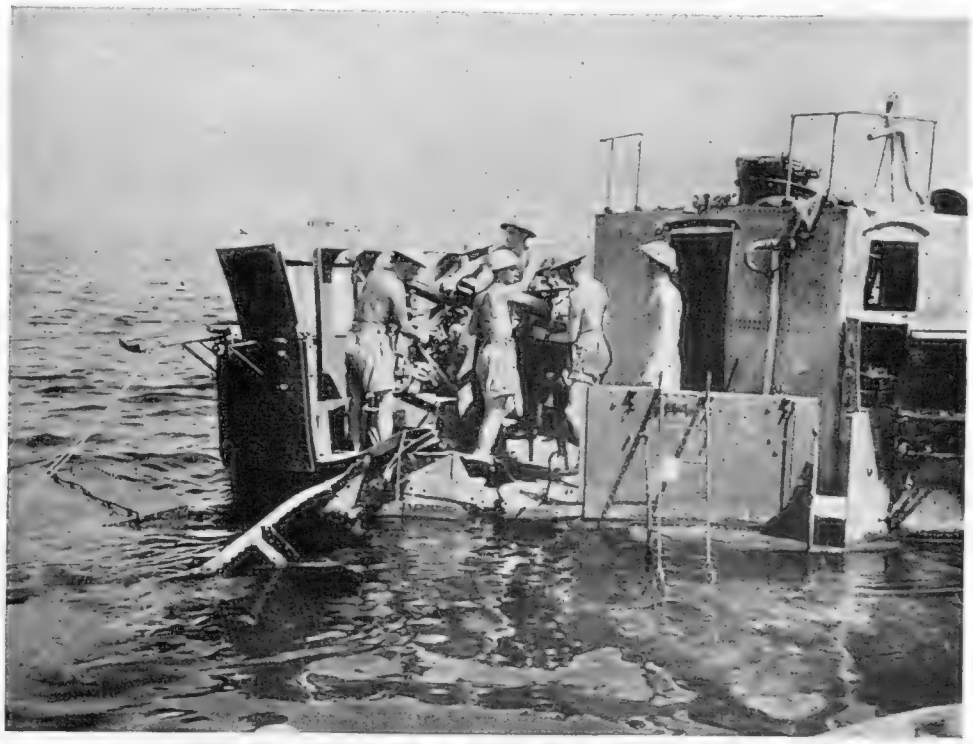
READING THEIR MAIL FROM HOME : A group of cheerful soldiers learning about the war from the month-old newspapers ! Many of them have not left the Desert, even for a short leave, for many months

LIFE IN BELEAGUERED TOBRUK

A CONCENTRATED ATTACK ON THE TOBRUK DEFENCES : The air attacks never cease. The town and its surrounding camps are subjected to bombardment from the air during the whole twenty-four hours, and the defenders have lost count of the number of raids. The A.-A. barrage is terrific, so that the enemy airmen do not have it all their own way

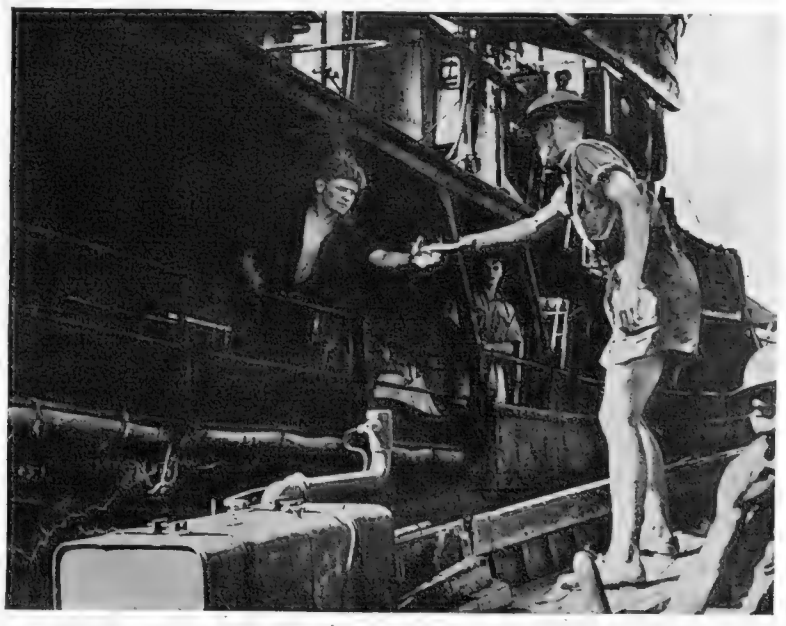
THE MEN OF TOBRUK : Types of Australian front-line troops : These are the men whom nothing can daunt. For many weeks now they have stood up to all that the enemy has at his disposal, and their spirits are entirely unbroken

REINFORCEMENTS OF AUSTRALIAN TROOPS working their way up a hillside within the Tobruk perimeter : The forward posts manned by the Australian infantry keep the Italians opposing them in a constant state of nerves. During the day they keep a wary eye on the enemy's wire ; and at night sections creep out and inflict heavy losses on the enemy. They carry V signs with them and leave them about for the enemy to see



EVEN THE SUNKEN VESSELS STILL PLAY A PART ! Some time ago H.M.S. *Ladybird*, a river gunboat of 625 tons, was sunk in the harbour of Tobruk. But her gun turret remained above water. A gun crew now live aboard the vessel—or what remains of her upper works. Whenever the alert is sounded these men man the A.-A. gun and join in the general barrage which is put up to drive off the attackers

WRECKED ITALIAN MATERIAL IN TOBRUK : A graveyard for lorries rendered useless during earlier operations within the perimeter defences



IN TOBRUK HARBOUR : A naval rating handing over an official document to a member of a minesweeper's crew

CRUISERS OF THE UNITED STATES NAVY

A CRUISER OF THE NORTHAMPTON CLASS, SHOWING THE AFTER SUPERSTRUCTURE WHICH GIVES SO MANY U.S. CRUISERS A DISTINCTIVE SILHOUETTE: Just abaft the second funnel there rises a superstructure which gives a distinctive appearance to the vessel's main outline. It contains the seaplanes which are propelled from the catapults, one of which is seen on its supporting cylindrical base. These vessels formed the second class of the 10,000-ton Washington cruisers—*Drawn by Wm. McDowell*

The cruiser is a type of warship which has a special appeal both to the layman and the expert. The very special and varied work which she has to carry out, and her brilliant record of accomplishment both in the last war and in this, put her in a very high place in popular estimation. The memory goes back to the fine record of the *Birmingham*, the *Gloucester*, the *Glasgow* and the *Sydney*, and more recently to the splendid fight of the *Achilles*, the *Exeter* and the *Ajax* with the German pocket-battleship *Graf Spee*.

And what of their opposite numbers, across, or half-way across, the Atlantic? The United States Navy possesses a large number of 8-in. gun cruisers, with which it is well for us to become a little more closely acquainted. They possess a very distinctive outline, which would be readily noticeable to a layman or student of naval matters. This is the big after superstructure, about which the illustrations on these pages are mainly concerned. It contains the aeroplane hangar, and is shown occupying a position level

(*Continued in box on right*)

***On left*—TWO TRIPLE-GUNNED TURRETS ARE ALSO DISTINGUISHING FEATURES OF A LARGE NUMBER OF U.S. CRUISERS:** The *Indianapolis* carries three guns in each of her forward turrets. She is a unit of the third class of Washington cruisers, intermediate between the *Northampton* and the *San Francisco*. Generally similar to the *Northampton*, with the hangar in the same place, but shows improvements in various matters of detail. These are mostly concerned with strength and stability and do not show, except that the heavy fire-control top is considerably lower. The bridge erection is more modern, working towards that of the *San Francisco*. The bow is specially designed for maintaining high speed in a heavy sea

THE AFTER SUPERSTRUCTURE IS HERE PLACED WELL TO THE STERN OF THE FUNNELS: AN AIR VIEW OF THE "SAN FRANCISCO"

She is a unit of the fourth (Minneapolis) class of 10,000-ton Washington cruisers, with her aircraft hangar in the form of the after superstructure, from which the planes are lifted on to the two catapults just before it. The cranes for this purpose are also used to handle the boats housed on top of the hangar, which is also used as a cinema theatre and boxing ring. Her nine 8-inch guns are arranged for pursuit, six forward and three aft, and the high forecastle deck has been extended well aft to the second funnel, not only improving her accommodation, but making her a much better sea-boat punching into a heavy sea. That is where the Japanese cruisers are believed to fail badly. The eight 5-inch anti-aircraft guns are seen on the broadside

Some Special Features which Give Them a Very Distinctive Silhouette

A STERN VIEW OF THE "VINCENNES," SHOWING ANOTHER ASPECT OF THE AFTER SUPERSTRUCTURE: The *Vincennes* is a sister to the *San Francisco*. Her hangar doors, which face towards the bow, are thrown open, and the cranes topped-up. The planes are on the catapults. The name *Vincennes* comes from a big railway city in Indiana

THE BOX-LIKE STERN OF THE "NASHVILLE" IS A VERY DISTINCTIVE FEATURE OF THE LIGHT U.S. CRUISERS: The square form of stern, unknown to the British cruisers, is due to the presence of the hangar in this unusual position. The crane for raising the planes can be seen rising above the stern

THE TWO TRIPOD MASTS OF THE "HOUSTON" ARE STRIKING FEATURES OF THIS CRUISER'S SILHOUETTE: The *Houston*, here seen in the Panama Canal at the Miraflares locks, shows the first improvement on the *Pensacola* type, in which the excessive weight of ten 8-inch guns was reduced by fitting nine in three turrets, two forward and one aft. (One triple turret weighs very much less than two double ones.) The President's flag is seen flying at the main topmast head

HOW SEAPLANES ARE STOWED ON THE TOP OF THE "HOUSTON'S" SUPERSTRUCTURE: She is a sister ship to the *Northampton*. The seaplanes are stowed on top of the hangar amidships; the end of the catapult is visible in the left foreground. The seaplane's float, very different in shape from our pattern, is seen under the nearer plane, looking like an overturned canoe

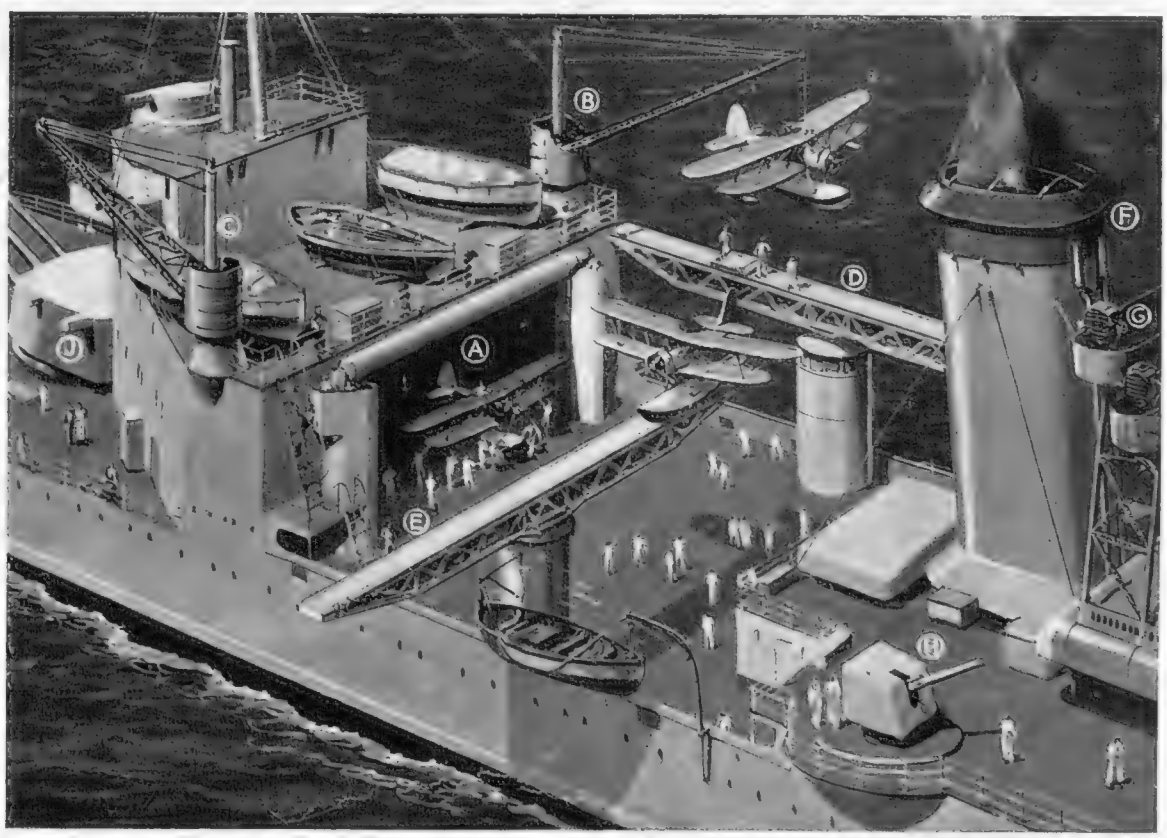
with the after funnel or at some considerable distance farther astern.

The Americans have no heavy battle-cruisers. They laid down some in 1916, but the only survivors are the *Saratoga* and *Lexington*, converted into aircraft-carriers. The others were scrapped on the slips under the Washington Treaty. They are now building the Alaska class, about 15,000 tons, armed with 12-in. guns, in answer to the Japanese.

Apart from those, which are in far too early a stage of their construction to be featured, are the cruisers between 9,000 and 10,000 tons, here dealt with. These are divided into the Washington class, mounting 8-in. guns, in various stages of development.

Take the *Northampton*: she is a unit of the second class of 10,000-ton Washington cruisers, launched 1929 and subsequently strengthened very considerably. Her hangar is alongside the after funnel, with catapults between the funnels, and this position, coupled with the fact that space had to be found for stowing the boats, hampered the placing of the anti-aircraft armament.

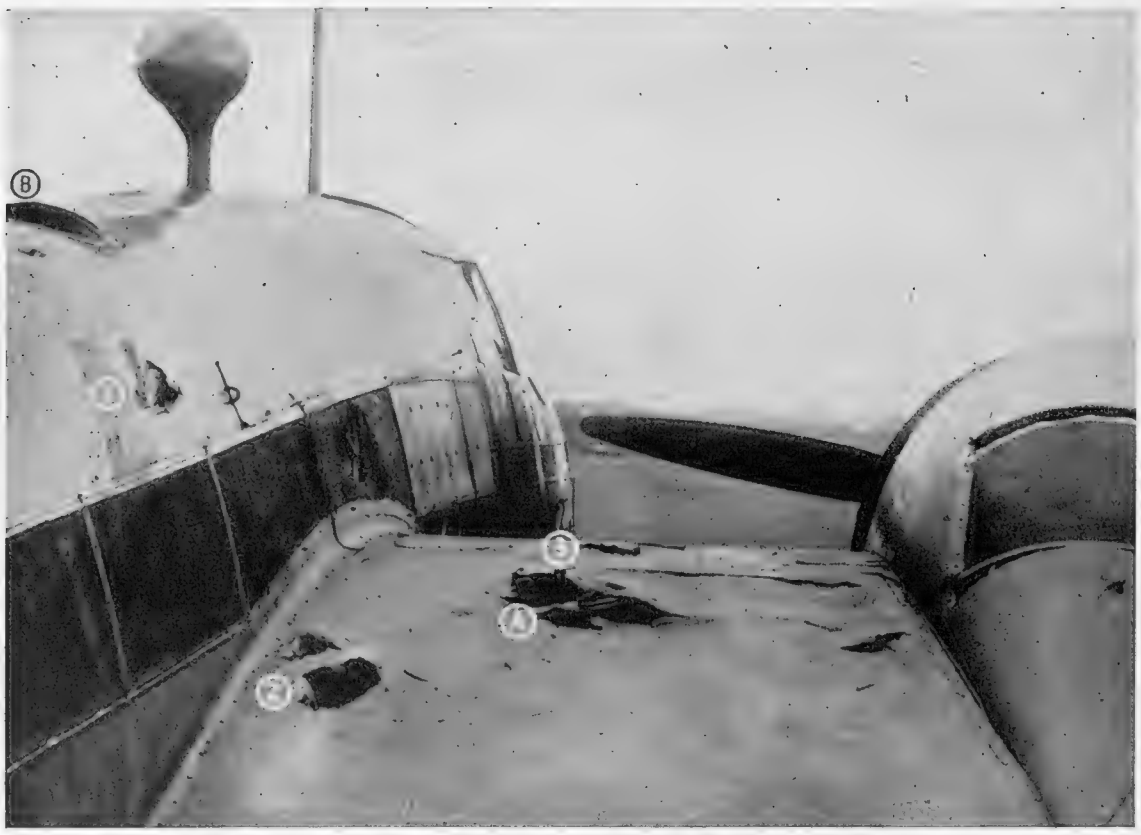
In the later types it was moved farther aft and the stowage of the boats altered, so that it was very much better for its purpose, and also—what was most important—it gave the anti-aircraft guns a clear line of fire. The first Washington types were armed with ten 8-in. guns, five forward and five aft. These were mounted in one triple and one double turret at either end. This was found too heavy, and it was changed for nine 8-in. guns in triple turrets, two of them forward and one aft.



THE AFTER SUPERSTRUCTURE REVEALED AS A HANGAR: THE ARRANGEMENT OF CRANES AND CATAPULTS ON A SAN FRANCISCO CLASS CRUISER

The spectator is looking towards the stern, a viewpoint which allows one to see into the hangar entrance. The following is a key to the lettering. **(A)** Hangar for four seaplanes, with "roller-blind" door. **(B)** Port crane slinging seaplane on to catapult. **(C)** Starboard crane in "stowed" position. **(D)** Port catapult. **(E)** Starboard catapult with plane in place on carriage, and ready to be "squirted" off. **(F)** After funnel. **(G)** Searchlight platforms. **(H)** Anti-aircraft gun **(J)** After turret. Triple 8-inch guns

SOME PHASES O



HOW A VICTORIA CROSS WAS WON BY SERGEANT WARD OF THE R.A.F.

This picture shows how Sergeant James Allen Ward, of the Royal New Zealand Air Force, tackled a fire which broke out in a Wellington bomber when returning over the Zuider Zee after an attack on Munster —"an act of most conspicuous bravery" for which he was awarded the V.C. Sergeant Ward volunteered to make an attempt to smother a fire, which had broken out near the starboard engine, with an engine cover. With the help of the navigator, he climbed through the narrow astro-hatch (through which the navigator takes his observations), broke the fabric to make hand- and foot-holds where necessary, descended to the wing, and although nearly blown off by the slip stream from the airscrew, smothered the fire. In this picture **(A)** shows the hole caused by the enemy shell and afterwards by fire; **(B)** is the astro-hatch through which the Sergeant climbed; and **(1)**, **(2)** and **(3)** are the holes kicked in the fabric to secure a footing

A GENERAL'S SON IS NOW A PRIVATE: Nineteen-year-old Peter Crerar is the son of Major-General H. D. G. Crerar, Chief of the General Staff of the Canadian Department of National Defence; he is now a private in the Canadian Army, having offered himself for active service at the recruiting depot in Ottawa. Here father and son are seen together—both in uniform

OFF TO SEA TO GET FIRST-HAND EXPERIENCE OF CONVOY WORK: So that pilot officers of the R.A.F. can acquire first-hand experience of the convoys they protect, certain of them are being sent out to sea. Here an R.A.F. pilot is sharing the bridge with the commander of a destroyer. The net above their heads is to prevent them being blown overboard in the event of a bomb explosion

MISS DOROTHY THOMPSON VISITS THE FREE FRENCH NAVY: Before her departure for America, Miss Thompson took the opportunity of visiting a Free French naval base, and sailed in a submarine chaser on patrol. Here she is seen with Philippe de Gaulle, an officer cadet and son of the Leader of the Free French

A BRITISH BOMBER PILOT PREPARES GOODS FOR DELIVERY TO GERMANY: Whilst visiting a Ministry of Supply factory, this pilot was given the opportunity of making bomb-exploder pellets. It will be noted that he conforms to the rule that the head must be covered by a cap for this job

ONE OF THE PIGEONS "ON THE STRENGTH" OF THE R.A.F.: This bird is used to carry emergency messages at an R.A.F. Coastal Command station: it is proving itself to be a particularly tough type. Disdaining the usual materials, it has built its nest almost entirely of heavy, rusty iron nails and pieces of wire, but a few feathers and twigs have been woven in to smooth off the roughnesses! The bird has laid two eggs, and is now engaged in hatching them out in this queer nest. In the picture another pigeon has called to inspect the very modern home

WARTIME ACTIVITIES

MISS CECILIA COLLEDGE IN THE MECHANISED TRANSPORT CORPS : Miss Colledge, the ice-skating champion, is now driving vehicles for the M.T.C.—both ambulances and motor-cycles

HOW MODERN "HUMP" MARSHALLING YARDS SPEED UP RAILWAY FREIGHT IN BRITAIN—A general view of a yard : Until the war has been won, freight traffic must take priority over ordinary traffic on the British railways : the many freight marshalling yards, which form sorting and distribution centres up and down the country, are playing a vitally important part in providing the speedy transport so essential to-day. In the modern "hump" marshalling yard, freight trains arrive in a "reception" siding, to be uncoupled singly or into groups of two or more wagons, according to their destination. They are then slowly pushed up a gradient to the summit of an artificial hump. Once over this, the wagons, or groups of wagons, receive sufficient impetus to carry them through electrically operated points to the far end of their respective "marshalling" sidings, there to form complete trains ready for immediate despatch from a nearby "departure" siding

THE PRIME MINISTER'S BATTLESHIP MEETS AN ATLANTIC CONVOY : An incident during Mr. Churchill's return from the Roosevelt meeting

SHIPS OF THE CONVOY AS SEEN FROM H.M.S. "PRINCE OF WALES" : On the return journey from his historic Atlantic meeting with President Roosevelt, Mr. Churchill's battleship encountered a large British convoy. The captain of the *Prince of Wales* altered course so that the Prime Minister could get a closer view of the convoy, the men of whose ships gave him an enthusiastic greeting

THE OPERATOR IN THE CONTROL TOWER OF THE MARSHALLING YARD : This is the nerve centre of the railway depot. Included in the picture are Mr. George Mills (left) and Mr. J. H. Potts (President of the National Union of Railway Men)

HOW THE SYSTEM OPERATES : A number of coal wagons passing over the "hump" in the marshalling yard

The World of Books—By Vernon Fane

UNDERSTANDING the GERMAN MENTALITY

Two Books Which Tell of German Aspirations Even Before Hitler; A Legend of India; A Pre-War Love Story

DURING her recent visit, Miss Dorothy Thompson, whose sympathetic and balanced broadcasts and public statements were so much appreciated over here, was able to do some plain speaking "off the record." One of the things she said was that we do not understand our enemy, and that that was very nearly as big a mistake as underestimating him.

Miss Thompson's views are supported by many years of experience in work and sojourn in Germany and in Austria, and of personal contact with most of the leaders of the Nazi party from the earliest stages of their political careers.

That there is confusion of thought and utterance on this subject is apparent to everybody. We seem to have begun this war on the theme that we were fighting Hitler, and not the German nation. As the war progressed, certain people began to advance the theory that the two were indissoluble, and that it had become necessary to answer ruthlessness with ruthlessness unto the third and fourth generation of those that hate us. To others this was a dreadful doctrine, and the old racial "cousin" theories began to assert themselves, particularly after the collapse of France. Miss Dorothy Thompson was understood to assert that it is high time all of us began to read some history, as well as making ourselves acquainted with geography.

Is Nazi-ism a brand-new conception, a kind of ideological straw at which the German people clutched in the agony of their attempted recovery from the effects upon them of the last war? Anybody who really believes that might well refer to Clausewitz, and remind himself that that great Prussian authority on war died in the year 1831.

THUS SPAKE GERMANY, edited by W. W. Coole and M. F. Potter (Routledge. 10s. 6d.), is a text book which no one who wishes to give more than a second thought to this most vital problem can afford to be without. It is described as perhaps the most complete anthology of German thought yet published. It is compiled from quotations drawn from the works of German statesmen, politicians, soldiers, philosophers, scholars, etc., from the time of Frederick the Great to the present day. It proves beyond dispute that the Germany which speaks through these pages had been inculcated with the doctrines of Nazi-ism long before Hitler was born.

It places beyond argument the fact that if Hitler had not happened, Germany would have created a similar Führer, imbued with the same ideas derived from previous generations. The German dream of *Lebensraum*; of the driving of the Slavs back behind the Urals; of dominating Europe from the Atlantic to the Black Sea; and the doctrine of hatred and of subsequent war through which all this was to be implemented, runs strongly and unmistakably through these pages.

This book has been called Germany's "awful story." If we are to understand our enemy, and by understanding him to be better able to defeat him, then this is a book which *must* be read.

Necessarily not so comprehensive in scope, but having the same degree of urgency, is **THE RIDDLE OF THE REICH,** by Wythe Williams, in collaboration with Dr. Albert Parry (Hurst and Blackett. 10s. 6d.). Mr. Wythe Williams is an American journalist with a wide experience of European affairs, and in this book he surveys and sums up the position of Germany to-day. Those wishful thinkers who predict an early German collapse following the resistance of Russia, will derive small comfort from these pages. Those, indeed, who are looking for a German collapse at any stage will find themselves halted by this well-reasoned and comprehensive survey.

Mr. Williams neither attempts to disguise the magnitude of the task, nor to deny that the struggle can be won in the long run. He produces solid facts which must be faced, not only in this country, but in America as well. Much of his evidence should give direction to our war effort, and many of his facts will be a revelation on both sides of the Atlantic. As a sequel to *Thus Spake Germany*, *The Riddle of the Reich* is almost as indispensable.

A STUDY IN EXPRESSIONS: Students of the British Drama League watching a rehearsal in the school theatre. This year the League is holding its annual Summer School at Bedales, near Petersfield, Hants. The school is intended for all who are interested in carrying on dramatic activities of any kind during the war, whether as producers, actors, members of play-reading groups, or spectators. In view of the great demand for drama in youth clubs, arising out of the newly-formed County Youth organisations, special sessions have been arranged for the benefit of club leaders and teachers in senior schools

TOIL NEVER-ENDING: Hanging precariously in a cradle down one of these bridge supports are men who are busily engaged on a job which has been going on for fifty-one years and is not even remotely finished. These men are part of a squad who paint the Forth Bridge to protect it from weather decay. By the time they have reached one end it is time for them to start all over again at the other. It takes three years for fifty men to cover the whole mile and a half length of bridge with paint

With consideration of a new book by Thomas Mann, **THE TRANSPOSED HEADS** (Secker and Warburg. 6s.), we may leave the present struggle and enter the realms of pure literature. It is a long short-story in the form and technique which Thomas Mann has made familiar in works like *Mario and the Magician*. Here is a legend of India, set in the ancient days when men and gods commune together for their mutual benefit. Sita of the Beautiful Hips held the two close friends, Shridaman and Nanda, in thrall. These two were strongly contrasted types, and equally contrasted was their wooing of Sita. Connubial bliss, however, was to be tragically disturbed by the gods, with the result that the horror-stricken Shridaman was to sever his own head from his body, in which surprising act he was closely followed by Nanda.

Sita was about to complete the triple tragedy when Kali, the Dark Mother, intervened, and advised her to fit the two heads on the bodies again. Unfortunately, Sita fits the wrong heads on the wrong trunks.

How far can identification survive this transposition? Does it go by mind or by body? How enters "life's fundamental law of illusion, deception, imagination, which holds all creatures in thrall"? Philosophical thought, mysticism and romanticism are the ingredients of this extravaganza. There is a solemn thoroughness about it all, and an almost entire absence of humour and pity. It does not add much to the stature of one who has had some claim to being the greatest of living novelists.

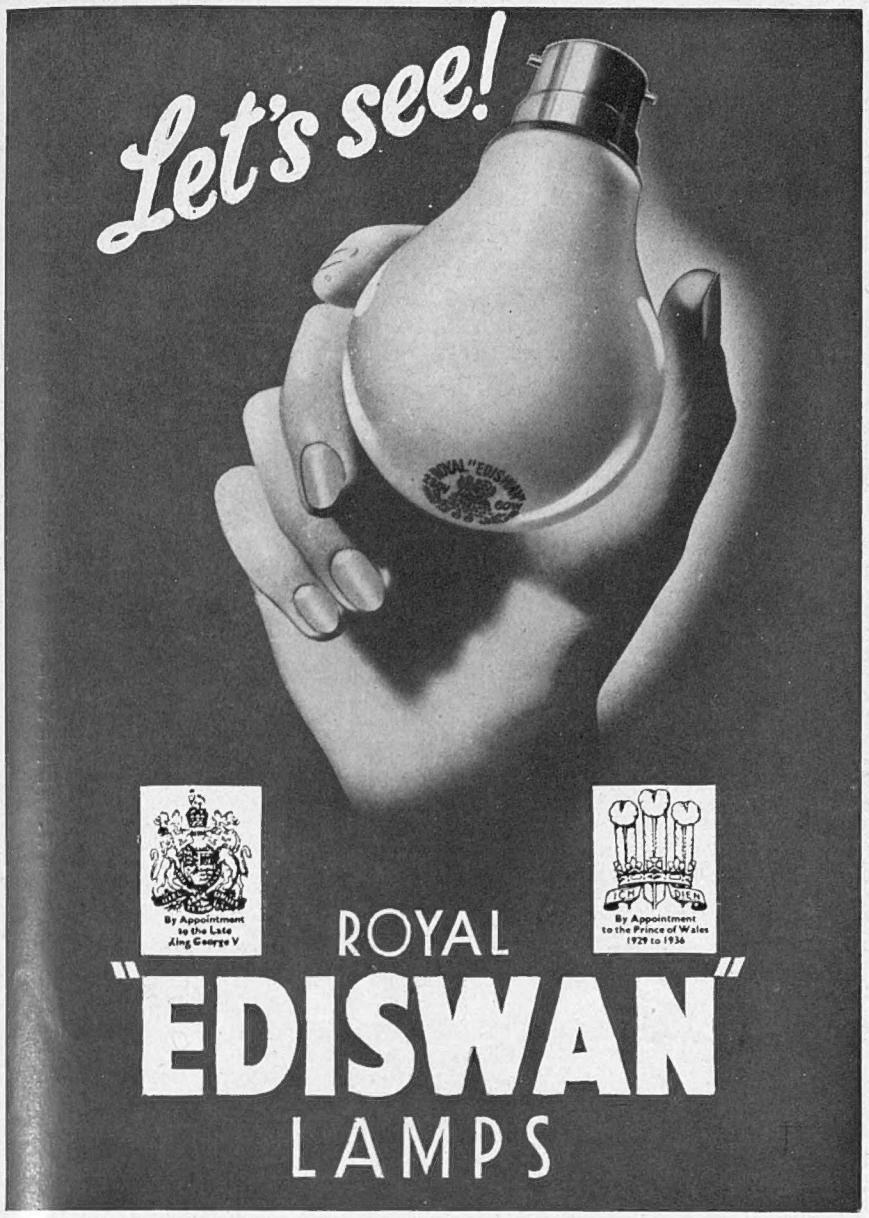
Mr. J. A. Cole's new novel, **TO MAKE US GLAD** (Faber and Faber. 7s. 6d.), takes us back to those pre-war days when everybody was arguing about Munich. In point of time this has no more significance than that it makes it possible for the author to write his love-story without any of the embarrassments likely to be imposed upon novelists by the present state of affairs.

It is the story of Leslie Warren and Janet Lang, both of them junior employees of a large firm. We are introduced to them at the firm's annual dinner, the description of which is full of quiet, ironical fun. The lives of Leslie and Janet had run in parallel circumstances for so long that there was an unspoken understanding, though an irritating one to Janet, who was becoming restive in her enforced existence as a spinster.

Leslie was an unimaginative young man who apparently needed more stimulus than a daily-office contact could give him. At that annual dinner the stimulus appeared in the shape of Lena, complete with a faint American accent, who gave him every encouragement to embark upon a mild affair with her.

Because it was Leslie it had to be mild, and because it was Lena, its consummation was never likely to happen. Nevertheless the disturbance was violent enough to cause Leslie to chuck his job and to plunge into the doubtful enterprise of poultry farming. If Leslie thought that the inspiration of this drastic step was going any further with him, he was mistaken, and the disillusionment might have been disastrous had not Janet turned up at the right moment.

There is nothing very romantic, and certainly nothing glamorous, about these characters, nor, indeed, about any of the attendant chorus of poultry farmers, the habitués of The Twisted Bush, Janet's girl-friends, or the people in the office. But they are all very human beings, and they are observed with sympathy and understanding by an author who has contrived to make a very pleasant story out of their lives.



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EIGHT WEEKS OF WAR

(Continued from page 267)

troops were threatening Kharkoff. Hungarian troops displayed keenness, and gave good support to the Germans.

July 29.—News from the German High Command sounded confident. "Rumanian troops had reached the Dniester, and all Bessarabia was freed from Russians; Russian troops in Smolensk area wiped out; Russian troops encircled west of Lake Peipus." But the German Press emphasised the difficulties still in front of the Reich armies.

July 30.—Russia claimed that a motorised infantry regiment of storm-troopers, "Great Germany," had been smashed, losing 2,000 men. Finnish and German forces had captured the northern end of Lake Ladoga, and were creeping towards Olonets, hoping to cut the White Sea Canal. The guerilla forces still made the German armies keep ceaseless vigilance.

July 31.—Nazi advance at Smolensk checked by strong Russian counter-attacks. Germans announced that "the battle of Smolensk is now approaching a decision." Russians were counter-attacking the Hungarian troops in the Ukraine. The Italian Expeditionary Corps was said to have at last reached the Russian front. There were then about 40,000 guerillas.

August 1.—German indignation over bombing of Petsamo indicated that their plans there were upset. They were trying to rouse the Finns against the British for daring to attack them. Finns reported progress along eastern shore of Lake Ladoga, towards Olonets. Russians had reinforced Hango, showing they had control of Gulf of Finland. Finns had expected easy capture, but the fortress had held out for six weeks. Germans were making some progress along shores of Lake Peipus towards Narva. Strong offensive in Ukraine, where the Dniester was crossed; *signs of German effort to turn off to Odessa.*

August 2.—Russia reported no substantial change, but heavy fighting continued around Smolensk, Porkhoff, Nevel and Jitomir. The German drives for Leningrad, Moscow and Kiev still parried by the Red armies. The German commanders feverishly seeking for some weak spot.

August 3.—*Main German offensive diverted to Ukraine, pressing for Odessa.* Mixed army of Germans, Rumanians, Hungarians and Italians advancing towards River Dniester. Odessa was the nearest objective from the enemy frontier, but Marshal Budenny put up so strong a resistance that advance was very slow.

August 4.—Germans made serious thrust for Kiev, attacking Korosten on the north and Belaya-Tserkoff on the south. Leningrad was held strongly, and Moscow had Panzer troops ready to parry offensive. On the Karelian Isthmus Finns were fighting to gain Sortavala on Lake Ladoga; Kexholm attacked on the western shore of the lake. Both attacks held by Russians.

August 5.—Fierce fighting continued around Kiev. Marshal Budenny had violent contact with enemy, who were being held at Korosten. Furious tank battle at Belaya-Tserkoff, which was then claimed to be entered by the Germans. The Ukraineans were fighting gallantly, filled with hatred of the Germans, whose rule they experienced in 1918. The terrain was unfortunately well suited for Nazi tactics.

August 6.—*Third German offensive.* Germans making every effort to secure some important success. Germans declared that fighting at Smolensk had finished. They appeared to be digging-in there, and there was no further mention of Visma to the east, which they said they had reached two weeks before. Capture of Kholm not confirmed. German High Command issued flamboyant account of what they called a "phase" of the war just completed.

August 7-8.—German public cannot understand why such hard fighting continues if Russian losses so huge. They have taken victories proclaimed with no enthusiasm, and seemed quite unmoved, which surprised the German Press. Advance against Leningrad very slow. Germans thrown back at Lake Ilmen, and were held at Kholm, while heavy fighting seemed to have ceased for a time at Smolensk. Parachutists landing on Dago Island all destroyed. Hango still held firm, the Finns having given up making great efforts to take it, being disappointed of a quick capture. *Strongest push still continued in the Ukraine, trying to encircle Budenny, who was defending Kiev and the Dnieper.*

August 9.—Very critical period. Germans again claimed capture of Korosten, north-west of Kiev, a success asserted a week before. *They appeared to be threatening the River Dnieper,* but the river is a difficult one to cross. Finns were surrounding Sortavalla, north of Lake Ladoga, but were much harassed by Russian gunboats on the lake.

August 10.—Threat to Odessa continued to be serious. Germans claimed the destruction of twenty-five Russian divisions. Russian High Command merely stated that the troops were fighting stubbornly in areas of Kholm, Smolensk, Byelaya-Tserkov and Uman.

August 11.—Germans claimed to have taken Korosten, an advance which promised to endanger the Russian positions behind the Dniester. The enemy during the day claimed to be making rapid progress.

August 12.—Germans claimed to be isolating Odessa; a big enemy push in this direction appeared to be indicated, with a corresponding retreat of the Russians towards the Dnieper. German barge concentrations observed at Constanza.

August 13.—Information on that day uncertain, but all pointing to a concentration of enemy pressure in the district of South Ukraine. The prospects of Nicolaieff were discussed, but Kieff, farther to the north, was still in Russian hands. Fighting continued in the region of Uman.

August 14.—The Russians announced that they had evacuated Kirovograd and Pervomaisk. The first-named is some fifty miles from the Dnieper bend. Rumanian troops stated to be assisting in the pushing back of the Russians towards Nicolaieff. Russians were retreating in orderly fashion towards the great bend. Germans claimed to have reached the Black Sea.

August 15.—Moscow denied that any of their southern armies had been encircled; it was evident that strong rearguard actions were being fought in order to cover the crossing of the Dnieper and any rivers in front of it. *Krivoirog stated by the enemy to have been captured.*

August 16.—On this, the final day of the eighth week of the Russo-German war, the Germans claimed to have cut off large sections of the southern Russian armies in the south, but these claims remained to be proved. This outflanking movement proved to be biggest in the acquisition of territory of any undertaken by the enemy during the weeks succeeding the first surprise rush into Russian Poland; for the advances in the six other areas proved to be small during the last five weeks of the period. During the whole of the period, enemy claims proved to be ahead of accomplishment to a varying degree controlled by the particular circumstances of each case.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

This Society has recently admitted into its Country Homes 17 boys who have lost their homes or a parent as a result of enemy action in London. These boys, with others under the Society's care, will have a good, happy home life and an excellent education, which will fully equip them for when they shall start out in the battle of life. This 98-year-old Society urgently needs help. Please send a gift to help such a work "carry on." Address your gift: 164, Shaftesbury Avenue, London, W.C.2.

In Quest of Good Hotels

By ASHLEY COURTENAY

WAR restrictions permeate every sphere of activity, so readers will not be surprised this week to find that "In Quest of Good Hotels" has shrunk in size. But my role as hotel correspondent continues, and my services are still at the disposal of SPHERE readers who seek advice on where to stay, provided a stamped, addressed envelope for reply is enclosed.

Some will remember my recent article on hotel gardens and gardeners, in which I suggested that hotel guests might usefully employ spare moments in lending a hand in the grounds, but there is another side to the picture, and I quote from a letter I have received from the energetic resident director of an hotel near Shrewsbury. "We have an extremely large supply of vegetables. Our tomato crop should be between 2 and 3 tons, and the visitors have revelled in them. As regards flower-beds, we cannot do very much, but have four or five very special beds, amounting to hundreds of plants of really first-class antirrhinums. One of our guests who fancies himself as a gardener, asking for his leisure hours to be employed, has ruined these by his injudicious handling, and has very largely spoiled their beautiful symmetrical condition. You have to keep your guests amused, but, believe me, their alleged help is not altogether an unmixed blessing, so I feel that if you could see us at the present time, you would admit there are two sides to every question."

So I would add this belated post-script to my recent article. Your help in the hotel garden would be welcomed, but consult the proprietor or the head gardener first, and put yourself under his care before you start operations.

Many readers are now thinking in terms of winter quarters. Once again I would emphasise that the British climate is much of a muchness, no matter where you hibernate. The weather around Tor Bay way last winter was the worst they had ever experienced, but do not turn down the South Devon coast on that score. The important thing is to find a cosy hotel where, when winter storms, one can defy the elements. Further, every district has its sheltered spots, if you will but look for them.

It was not out of necessity, but deliberately, that I spent the whole of last winter at Woodcote Hotel, Dulverton. Tucked away under the edge of Exmoor, one feels nothing of the winds that can cut across Dunkerry Beacon and Winsford Hill at times. Not only is Dulverton sheltered, but Woodcote Hotel faces south and the winter sunshine. Thanks to the beech hedges, there is always colour to be found in one's perambulations, and when the rain comes down and the black-out curtains are drawn, there is cosiness unbelievable within. But this small hotel has only some eight or nine double rooms, and if it is not already booked up for winter, it soon will be.

Another West Country hotel which should be considered for the winter is the Manor, at Burnham-on-Sea. Mr. George Goldsack, its hard-working proprietor, writes to me as follows: "There is now accommodation available from September 5 onwards, should you have any further inquiries. We are fortunate with staff and food, and I can honestly say that the standard is being maintained as much as it can be in the present circumstances."

Certainly I can endorse Mr. Goldsack's statement.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o the Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1. Personal and telephone inquiries, however, cannot be accepted.*

BOURNEMOUTH. THE NORFOLK HOTEL. Traditional superiority. Combines all the factors that one expects to find in a first-class hotel. Restaurant, grill room, men's bar, Richmonde Lounge—the social rendezvous of Bournemouth—with Marcel Torrent and his orchestra. Apartments each with P.O. telephone and most with private bathroom. Tel. 7272 every room. Resident Directors: Mr. and Mrs. F. J. McInnes.

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CHURCH STRETTON, Shropshire. THE HOTEL. Like most good hotels these days this is mostly full, but the occasional vacancy in such a peaceful and picturesque district is worth waiting for. There are few hotels where homeliness is such a primary characteristic. Under the personal direction of Mr. W. Dennis Copeland and family.

HARLEYFORD MANOR, Nr. Marlow. On the banks of the River Thames. This is the place you ought to come to for a home of peace and beauty or a really restful week-end. Double rooms only. Tels.: Hurley 239 Manager; 261 Guests. Terms: 4½ and 5½ gns. weekly or 1 gn. daily.

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LEATHERHEAD. THE RED HOUSE. And *now*, Mr. Business-Man! If you must stay within reach of Town during the war, why not make your base here? Frequent electric trains reach London in half an hour. A most comfortable, quiet hotel, a lovely garden. Tel.: 2271.

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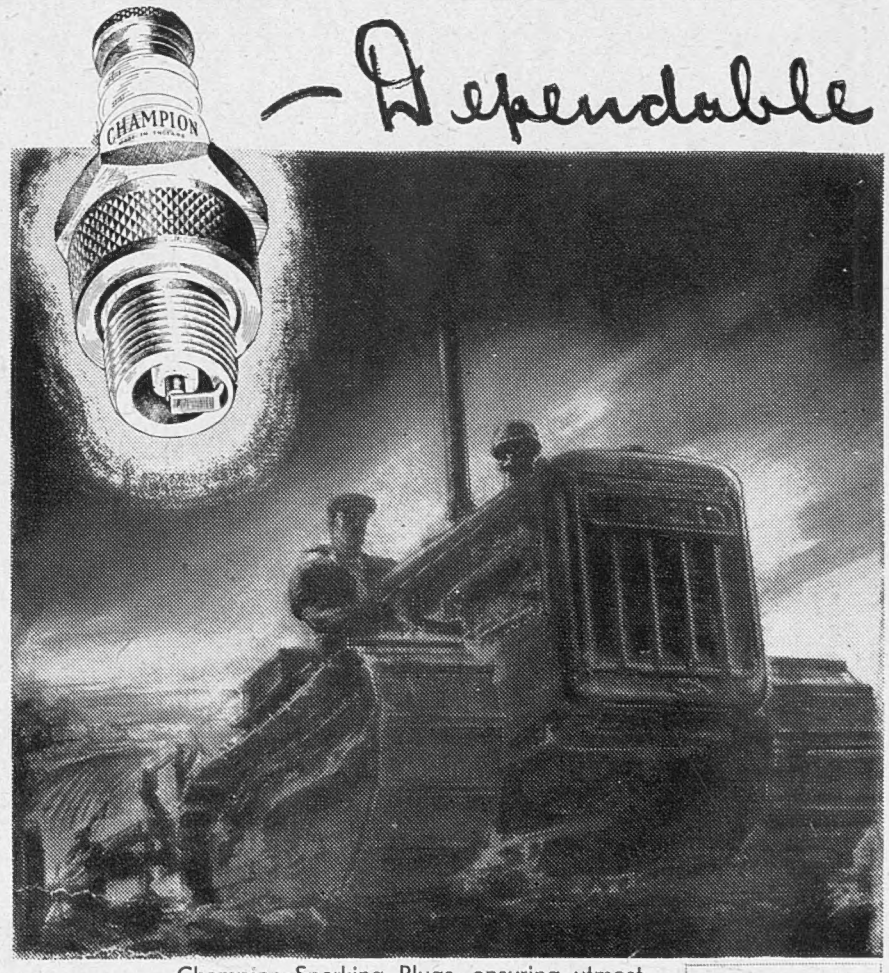

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